



# Official Plan



**Office Consolidation**  
October 14, 2022



# TOWN OF AJAX OFFICIAL PLAN

## OFFICE CONSOLIDATION



This document presents a consolidation of the Town of Ajax Official Plan and subsequent amendments, as approved and/or modified by the Regional Municipality of Durham and the Ontario Municipal Board. The following events led to this consolidation.

Date	Events
April 17, 2000	<b>Town of Ajax Official Plan</b> was adopted by Ajax Council (By-law 43-2000)
November 1, 2000	<b>Town of Ajax Official Plan</b> was approved, with modifications and deferrals, by Durham Region. The decision came into effect on November 23, 2000, save and except for portions deferred or appealed to the Ontario Municipal Board (OMB)
May 16, 2002	<b>Amendment No. 1</b> (Town initiated) was adopted by Ajax Council on July 9, 2001 (By-law 87-2001) - Notion Road Land Use and Urban Design Study - and approved by Durham Region
November 16, 2001	<b>Amendment No. 2</b> (Picov Gaming Establishment) was adopted by Ajax Council on July 16, 2001 (By-law 97-2001) - approved, with modifications, by Durham Region
March 11, 2002	<b>Amendment No. 3</b> (Town-initiated) was adopted by Ajax Council on December 10, 2001 (By-law 144-2001) - Mid-Town Land Use and Urban Design Study - approved by Durham Region
July 11, 2002	<b>Amendment No. 4</b> (Petro Canada) was adopted by Ajax Council (By-law 96-2002) -exempt from Durham Region's approval
January 6, 2003	<b>Amendment No. 5</b> (Cougs Investments) was adopted by Ajax Council on June 24, 2002 (By-law 85-2002) - approved by Durham Region
August 8, 2002	<b>Amendment No. 6</b> (Runnymede & Starstoke) was adopted by Ajax Council on May 27, 2002 - approved by the OMB (Order #1175)
November 12, 2002	<b>Amendment No. 7</b> (Ajax Auto Wreckers/1367236 Ontario Inc) was adopted by Ajax Council (By-law 136-2002) - exempt from Durham Region's approval
December 13, 2002	<b>Amendment No. 8</b> (Hampstock) was adopted by Ajax Council on October 28, 2002 (By-law 127-2002) - approved by Durham Region

Date	Events
March 6, 2003	<b>Amendment No. 9</b> (Catholic Cemeteries Archdiocese) was adopted by Ajax Council on November 12, 2002 (By-law 138-2002) - approved by Durham Region
March 17, 2003	<b>Amendment No. 10</b> (William Glenn A. Squire) was adopted by Ajax Council on January 27, 2003 (By-law 20-2003) - approved by Durham Region
October 14, 2003	<b>Amendment No. 11</b> (Forest Group) was adopted by Ajax Council on October 14, 2003 (By-law 123-2003) - exempt from Durham Region's approval
October 20, 2003	<b>Amendment No. 12</b> (Town-initiated) was adopted by Ajax Council (By-law 128-2003) - add policies regarding the Watershed Plan for the Duffins and Carruthers Creeks - exempt from Durham Region's approval
April 17, 2003	<b>Amendment No. 13</b> (1373377 Ontario Limited/Sentrex) was refused by Ajax Council on March 25, 2002 – permit temporary use of 1501 Harwood Avenue North as a contractor's yard - permitted until September 30, 2004 by the OMB (Order #0499)
April 13, 2004	<b>Amendment No. 14</b> (Ballymore) was adopted by Ajax Council (By-law 43-2004) - relocate an Elementary School symbol from south to north of the Warbler's Swamp - exempt from Durham Region's approval
May 10, 2004	<b>Amendment No. 15</b> (Town-initiated) was adopted by Ajax Council (By-law 57-2004) - regarding auto-oriented uses in portions of the Downtown Central Area and Uptown Central Area - exempt from Durham Region's approval
June 14, 2004	<b>Amendment No. 16</b> (Town-initiated) was adopted by Ajax Council (By-law 80-2004) - redesignate land from Open Space to Low Density Residential (southwest corner of Rossland Rd W and Westney Rd N) - exempt from Durham Region's approval
September 27, 2004	<b>Amendment No. 17</b> (1346179 Ontario Ltd) was adopted by Ajax Council (By-law 122-2004) - reduce the size of the Local Central Area (northeast corner of Church St and Delaney Dr) and permit a commercial plaza and residential development - exempt from Durham Region's approval
April 25, 2005	<b>Amendment No. 18</b> (Town-initiated) was adopted by Ajax Council (By-law 52-2005) - confirm Ringer Road as north limit of the Uptown Central Area and designation of land (southwest corner of Harwood Avenue North and Ringer Road) as Commercial Mixed Use – exempt from Durham Region's approval
January 11, 2005	<b>Amendment No. 19</b> (Shell Canada) was not adopted by Ajax Council - the OMB (Order #0203) permitted a service station and convenience store (northeast corner of Salem Road and Chambers Drive)
July 7, 2005	<b>Amendment No. 20</b> (Town-initiated) was adopted by Ajax Council (By-law 85-2005) - Land Use Policies and Urban Design Criteria for the Downtown Community Improvement Project Area - to ensure a consistent, harmonious approach to Downtown revitalization

Date	Events
September 12, 2005	<b>Amendment No. 21</b> (Runnymede) was adopted by Ajax Council (By-law 98-2005) - permit lands designated Medium Density Residential (northwest corner of Rossland Rd and Harwood Ave) to be developed at a density of 49 residential units per hectare
October 6, 2005	<b>Amendment No. 22</b> (Burcher Road Dev) was adopted by Ajax Council (By-law 111-2005) to remove former school sites from the Downtown Central Area and redesignate the lands as Low Density Residential – exempt from Durham Region’s approval
November 14, 2005	<b>Amendment No. 23</b> (Runnymede) was adopted by Ajax Council (By-law 138-2005) - redesignate lands from High Density Residential to Medium Density Residential to permit 21 bungalow townhouses
September 11, 2006	<b>Amendment No. 24</b> (Francesco Amatori/Durham Condominium Corp. 133) was adopted by Ajax Council (By-law 118-2006) - redesignate lands from General Employment to Prestige Employment – exempt from Durham Region’s approval
June 26, 2006	<b>Amendment No. 25</b> (Town-initiated) was adopted by Ajax Council (By-law 86-2006) - Land Use and Urban Design Study for Highway 401/Salem Road Interchange - to ensure development as a premiere, non-retail oriented employment gateway with employment-intensive, high quality, landmark prestige employment development and a pedestrian-friendly built form – approved by Durham Region
June 26, 2006	<b>Amendment No. 26</b> (Ajax Auto Recyclers) adopted by Ajax Council (By-law 83-2006) to permit potential future expansion of Ajax Auto Wreckers onto the CN Rail corridor – exempt from Durham Region’s approval
October 23, 2006	<b>Amendment No. 27</b> (Future Urban Development Area) was adopted by Ajax Council (By-law 148-2006) to establish land use designations for the former A9 Community - approved by Durham Region
November 26, 2008	<b>Amendment No. 28</b> (Ajax Official Plan Review) was adopted by Ajax Council (By-law 149-2006) - address technical and housekeeping matters - approved by Durham Region
November 30, 2009	<b>Amendment No. 29</b> (Jizoco Developments Inc.) was approved by the OMB (Decision #O050192), establishing “Environmental Protection” designation on the site located north of Rossland Road West adjacent to the Ajax-Pickering boundary, bisected by 3 tributaries of Urfe Creek, as follows: 1) “Environmental Protection” on the entire eastern portion, including two tributaries and tableland, 2) “Environmental Protection” along the third tributary and “Low Density Residential”, “Medium Density Residential” and “High Density Residential” designations on the parts of the tablelands in the westerly portion, and 3) add Area Specific Policy 6.15 regarding the area designated “High Density Residential” fronting onto Rossland Road West (formerly Deferral No. 9)
October 8, 2008	<b>Amendment No. 30</b> (Town-initiated) was adopted by Ajax Council (By-law 38-2008) - Land Use and Urban Design policies for Pickering Village to ensure its evolution into a mixed use, pedestrian-oriented, transit-supportive, heritage

Date	Events
	district that functions as an arts and cultural hub - approved, with exceptions, by the OMB
November 23, 2009	<b>Amendment No. 30.1</b> (Town-initiated) was adopted by Ajax Council (By-law 132-2009) – establish comprehensive parking policies for lands within the Village Central Area designation – exempt from Durham Region’s approval
July 24, 2008	<b>Amendment No. 31</b> (Ajax Official Plan Review) was adopted by Ajax Council (By-law 54-2008) – establish requirements for Pre-Consultation and Complete Applications - exempt from Durham Region’s approval (appeal by Cougs Investments settled and approval, with modifications, by the OMB (Decision PL080801)
May 26, 2008	<b>Amendment No. 33</b> (Higgins/Runnymede) was adopted by Ajax Council (By-law 56-2008) – delete east-west collector road south of Rossland Road, north of Kerrison Drive, between Harwood Avenue and Salem Road – exempt from Durham Region’s approval
June 10, 2008	<b>Amendment No. 34</b> (Scanga) was denied by Ajax Council on February 4, 2008. The OMB approved redesignation of land at 60 Salem Road South from High Density Residential to Uptown Mixed Use within the Uptown Central Area – permitting commercial development in two buildings
October 9, 2008	<b>Amendment No. 35</b> (Marshall Homes) was adopted by Council (By-law 98-2008) – redesignate land between Rossland and Taunton Roads, known as 734, 744 & 768 Riverside Drive from Low Density Residential to Medium Density Residential, and known as 84 Hillside Drive from Medium Density Residential to Low Density Residential – exempt from Durham Region’s approval
December 8, 2008	<b>Amendment No. 36</b> (Town-initiated) was adopted by Ajax Council (By-law 134-2008) – implement the Central Ajax Employment Area Land Use Compatibility Study to improve compatibility between Employment uses in the Study Area and residential, commercial and retail uses in the adjacent Downtown Central Area and improve the image and viability of the Employment Area- exempt from Durham Region’s approval
November 10, 2008	<b>Amendment No. 37</b> (1613935 Ontario Inc./Cluthe) was adopted by Ajax Council (By-law 114-2008) – establish Area Specific Policy 6.16 to increase permitted building height from 15 storeys to a maximum of 24 storeys and increase the maximum unit density from 185 to 435 units per net hectare on land known as 361 Taunton Road West – exempt from Durham Region’s approval
December 23, 2011	<b>Amendment No. 38</b> (Ajax Official Plan Review) was adopted by Ajax Council (By-law 84-2010) on June 14, 2010 – establish stronger ecosystem-based principles and policy direction regarding the Towns natural resources and built environment including greater protection of natural heritage and water resources; energy and water conservation; reduced air emissions; a greener, pedestrian-oriented built environment; urban design; community safety; and the protection and enhancement of cultural heritage resources – approved, with modifications and deferrals, by Durham Region - outstanding appeals to the Ontario Municipal Board (OMB Case No. PL120022) are listed in the table of Outstanding Appeals preceding the Table of Contents

Date	Events
May 25, 2009	<b>Amendment No. 39</b> (AAB Metro Building Systems) was adopted by Ajax Council (By-law 57-2009) – 1) redesignate lands west of Old Harwood Avenue, between Chapman Drive and Hirshfield Lane, from “Low Density Residential” to “Medium Density Residential” to permit a 5-storey retirement residence facility with a maximum of 175 units; and 2) permit, on a site-specific basis, a maximum density of 185 units per net hectare – exempt from Durham Region’s approval
December 23, 2011	<b>Amendment No. 40</b> (Ajax Official Plan Review) was adopted by Ajax Council (By-law 84-2010) on April 26, 2010 – establish long term transportation vision to support the Town’s population and employment forecasts, including multi-modal travel, transit supportive development, transportation demand management, goods movement, updated roads policies, and updated parking policies – approved, with modifications and deferrals, by Durham Region
November 19, 2014	<b>Amendment No. 41</b> (Ajax Official Plan Review) was adopted by Ajax Council (By-law 91-2010) on June 28, 2010 – identifies residential and mixed use intensification areas where future growth should be focused and includes urban design policies to ensure intensification is developed in a manner that is compatible with the surrounding context in conformity with the provisions of Amendment No. 128 to the Durham Regional Official Plan, where it conforms to the Growth Plan, by allocating the Town’s population forecasts - approved with modifications, save and except for outstanding appeals, by the Ontario Municipal Board (OMB Case No. PL110236 November 19, 2014). Outstanding appeal by HDP Canada Industrial Fund I GP Inc. via Ontario Municipal Board Case No. PL110236 was dismissed in OMB Decision dated October 23, 2015 (Town of Ajax By-law 50-2016); outstanding appeal by Rexell Developments Inc. via Ontario Municipal Board Case No. PL110236 was withdrawn April 6, 2018; outstanding appeal by Medallion Developments (Castlefields) Limited via Ontario Land Tribunal Case No. OLT-22-003477 (formerly PL110236) was withdrawn on June 1, 2022. All appeals of OPA No. 41 are now closed.
November 19, 2014	<b>Amendment No. 42</b> (Ajax Official Plan Review) was adopted by Ajax Council (By-law 90-2010) on June 28, 2010 – refines the permitted land uses within the Town’s employment areas and includes urban design policies to ensure a high-quality built environment in conformity with the provisions of Amendment No. 128 to the Durham Regional Official Plan, where it conforms to the Growth Plan, by allocating the Town’s employment forecasts – approved with modifications, save and except for outstanding appeals, by the Ontario Municipal Board November 19, 2014 (OMB Case No. PL110236) – Outstanding appeal by HDP Canada Industrial Fund I GP Inc. via Ontario Municipal Board Case No. PL110236 was dismissed in OMB Decision dated October 23, 2015 (Town of Ajax By-law 50-2016)– Section 6.18 in its entirety has been deferred by Durham Region pending further discussion between the Region and Town regarding the amount of retail use permitted in Employment Areas
July 8, 2011	<b>Amendment No. 43</b> (Beechridge Farms Inc.) was approved by the OMB on July 8, 2012 (OMB File No. O050037, OMB Case No.PL050180) – subject lands are located north of Rossland Road, south of the SL&H Rail Line, west of Carruthers Creek and east of Spitty Road. The OMB Decision approved the following: 1) amend Schedule ‘A’- Land Use to: redesignate lands to the east of the intermittent stream and hedgerow from General Employment to Low Density Residential and redesignate the balance of the lands from General Employment

Date	Events
	to Environmental Protection; redesignate the lands north of the proposed access road (Street A) to Salem Road from General Employment and Prestige Employment to Medium Density Residential; redesignated the southwestern portion of the site from Environmental Protection and Prestige Employment to Environmental Protection; and, redesignate the remaining lands from General Employment and Prestige Employment to Prestige Employment; and, 2) add Area Specific Policy 6.20 regarding the subject lands.
June 11, 2012	<b>Amendment No. 44</b> (Tristar Management Corp.) was adopted by Ajax Council (By-law 92-2012) – re-designate lands on the west side of Salem Road South and approximately 100 metres south of Kingston Road East, known as 36 Salem Road South, from ‘High Density Residential’ to ‘Commercial Mixed Use’ on Schedule ‘F’ to facilitate the development of a one-storey, 420 m <sup>2</sup> commercial building – exempt from Durham Region’s approval.
June 24, 2013	<b>Amendment No. 45</b> (Acetone Funeral Home) was adopted by Ajax Council (By-law 66-2013) – establish Area Specific Policy 6.21 to permit the continuation of a Funeral Home within the General Employment designation and to permit a Crematorium and a Funeral Visitation Centre as ancillary uses to the Funeral Home on land known as 384 Finley Avenue – exempt from Durham Region’s approval.
November 25, 2013	<b>Amendment No. 46</b> (Town initiated) was adopted by Ajax Council (By-law 99-2013) – expand the Community Improvement Project Area Boundary for the Village Central Area on Schedule ‘A-1’ (Land Use) to add lands known as 13, 15, 19, 23, 27 and 29 Elizabeth Street, the Elizabeth Street Cemetery, 57 Cameron Street and the Memorial Park lands on Church Street North – exempt from Durham Region’s approval.
June 23, 2014	<b>Amendment No. 47</b> (Cougs (Workmans) Ltd.) was adopted by Ajax Council (By-law 49-2014) - amend Schedule ‘A-1’ (Land Use) by re-designating the lands at 1117 Church Street North from ‘Low Density Residential’ to ‘Medium Density Residential’ and ‘Environmental Protection’ to permit 140 multiple attached dwellings to define the limits of development and the lands to be set aside for environmental protection.
March 17, 2020	<b>Amendment No. 48</b> (Fieldgate Homes) was adopted by Ajax Council (By-law 6-2020) - subject lands are located between Lord Drive, Bayly Street East, Porte Road, and Salem Road South – portion of the subject lands were re-designated from Low Density Residential to Medium Density Residential, and from Low Density Residential and Medium Density Residential to Open Space; and Area Specific Policy 6.31 was established to permit back-to-back townhouses on lands designated Medium Density Residential, and to permit single-use residential apartment building on lands designated Neighbourhood Centre.
April 18, 2016	<b>Amendment No. 50</b> (Rich Park Homes) was adopted by Ajax Council (By-law 20-2016) – establish Area Specific Policy 6.25 to permit semi-detached dwellings on the property known as 806 Rossland Road West. To amend Schedule ‘A-1’ – Land Use to re-designate the lands designated ‘Low Density Residential’ and ‘Environmental Protection’ to ‘Medium Density Residential’. To amend Schedule ‘B’ – Land Use to delineate the ‘Environmental Protection’ designation, and to

Date	Events
	amend Schedule 'G' – Lands Subject to Area Specific Policies to add Area Specific Policy Section 6.25.
October 20, 2015	<b>Amendment No. 51</b> (Belmont Equity Partners Inc.) was approved by the OMB on October 20, 2015 (OMB Case No PL150104) (Town of Ajax By-law 50-2016), – subject lands are municipally known as 1 Rossland Road East. The OMB decision approved a commercial mixed-use development including retail and service uses subject to Area Specific Policies 6.23 and 6.24 within the “Prestige Employment” designation and redesignated portions of an existing woodlot, as well as future woodlot compensation areas, wetland buffers and wetland areas from “Prestige Employment” to “Environmental Protection”.
June 26, 2017	<b>Amendment No. 52</b> (Craft Development Ltd.) was adopted by Ajax Council (By-law 51-2017) – to amend Area Specific Policy 6.13 to increase the maximum permitted density on the lands known as 135 Mandrake Street from 75 units per net hectare to 105 units per net hectare to facilitate the development of 43 unit stacked townhouses.
April 19, 2018	<b>Amendment No. 53</b> (Steeple Hill On The Lake Inc.) was approved by the LPAT on April 19, 2018 (OMB File No. PL170128) (By-law 75-2018) – subject lands are located south of Bayly Street East, along the west side of Lake Ridge Road South. The LPAT decision approved a cemetery on the lands. Amendments made to Section 2.2.4.2 Rural Policies; Schedule 'G' (Lands Subject to Area Specific Policies).
June 20, 2016	<b>Amendment No. 55</b> (Your Home Developments (Old Harwood) Inc.) was adopted by Ajax Council (By-law 43-2016) - to amend Schedule 'A-1' (Land Use) and Schedule 'F' (Uptown Regional Centre and Midtown Corridor Land Use) by redesignating lands located at 76 and 82 Harwood Avenue North and 90 to 126 Old Harwood Avenue from 'Low Density Residential' and 'Uptown Regional Centre – Commercial Mixed Use II' to 'Medium Density Residential' and 'Open Space', to permit 66 multiple attached dwellings.
December 11, 2017	<b>Amendment No. 56</b> (Rexell Development Inc.) was adopted by Ajax Council (By-law 83-2017) - to amend Schedule 'A-1' (Land Use) to re-designate the lands described as Block 243, Plan 40M-1677 from 'Low Density Residential' to 'Medium Density Residential' to permit a 1-storey commercial building consisting of 7 units and 27, 3-storey block townhouse dwellings within three residential blocks.
February 20, 2018	<b>Amendment No. 57</b> (Coughlan Homes (Remmer)) was adopted by Ajax Council (By-law 9-2018) to amend Schedule 'A-1' (Land Use) to remove the Elementary School Symbol and to add Area Specific Policy 6.26 to permit a development at the property municipally known as 1349 Church Street North consisting of 213 townhouse dwellings within a common element condominium; and to define the limits of development and the lands to be set aside for environmental protection purposes. Amends Schedule 'B' – Environment to delineate the Environmental Protection and Schedule 'G' – Lands Subject to Area Specific Policies to add new Area Specific Policy 6.26.
May 22, 2018	<b>Amendment No. 58</b> (Your Home Development) was adopted by Ajax Council (By-law 26-2018) to establish Area Specific Policy 6.28 to permit an overall

Date	Events
	density of 45 units per net hectare and multiple-attached (block) townhouses within the Low Density Residential designation on the lands municipally known as 497 and 513 Old Harwood Avenue and 3, 5, 7 and 9 Grayson Road.
March 26, 2018	<b>Amendment No. 59</b> (702153 Ontario Ltd. (Fairgate Homes)) was adopted by Ajax Council (By-law 17-2018) to add a new Area Specific Policy 6.27 to permit a maximum density of 200 units per net hectare and a maximum Floor Space Index (FSI) of 2.4 within the Village Centre designation to facilitate the construction of a 4 storey mixed-use building at the property municipally known as 113 Old Kingston Road.
June 18, 2018	<b>Amendment No. 60</b> (1613935 Ontario Ltd. (Baron Homes)) was adopted by Ajax Council (By-law 39-2018) to modify Area Specific Policy 6.16 to allow the first phase of a three phase development to proceed subject the applicant constructing the Duffins North Trail from Paulynn Park to Taunton Road West, and providing for a proportionate payment to the satisfaction of the Town of Ajax and RioCan for the construction of Ravenscroft Road.
May 21, 2019	<b>Amendment No. 61</b> (Claremont Storehouse Inc. (Endras Collision Centre)) was adopted by Ajax Council (By-law 28-2019) to add a motor vehicle repair facility and a motor vehicle rental establishment as permitted uses at 305 Achilles Road under Area Specific Policy 6.13 to facilitate the construction of a 2-storey motor vehicle repair facility containing service bays, office space, a motor vehicle rental establishment, surface parking, underground vehicle storage and landscaped areas.
May 21, 2019	<b>Amendment No. 62</b> (Katanna Developments) was adopted by Ajax Council (By-law 29-2019) to re-designate the lands at 105 Rossland Rd. W. to High Density Residential thereby permitting back-to-back stacked townhouses at a density of 154 units per net hectare and to establish Area Specific Policy 6.29 to permit a maximum height of 4 storeys or 14 metres.
September 16, 2019	<b>Amendment No. 63</b> (Your Home Developments) was adopted by Ajax Council (By-law 52-2019) to re-designate the subject property at 925-937 Finley Avenue to Medium Density Residential and establish Area Specific Policy 6.30 to permit a maximum density of 50 units per net hectare and a maximum height of 3 storeys.
May 19, 2020	<b>Amendment No. 64</b> (Jean Al Gardens Plaza) was adopted by Ajax Council (By-law 16-2020) to re-designate a portion of the subject lands at 593 Taunton Road East from Low Density Residential to a Medium Density Residential, re-designate a portion of the subject lands from Open Space to Medium Density Residential, and to amend Area Specific Policy 6.2 to permit block townhouses, back-to-back stacked townhouses, and a maximum density of 124 units per net hectare in the Medium Density Residential designation on the subject lands.
June 21, 2021	<b>Amendment No. 65</b> (2649368 Ontario Inc.) was adopted by Ajax Council (By-law 43-2021) to re-designate a portion of the subject lands at 1192 & 1260 Church Street North to Medium Density Residential, Environmental Protection, and Open Space on Schedule 'A-1' – Land Use and to delineate a portion of the subject property from Built Environment to Environmental Protection, and Open Space on Schedule 'B' – Environment.

Date	Events
November 22, 2021	<b>Amendment No. 67</b> (Your Home Developments Inc.) was adopted by Ajax Council (By-law 73-2021) to re-designate a portion of the subject lands at 253 & 255 Lake Driveway West from Low Density Residential to Neighbourhood Centre, and from Low Density Residential and Neighbourhood Centre to Environmental Protection; and, to establish Area Specific Policy 6.32 to permit the development of an 8-storey apartment building and one 3-storey stacked townhouse block.
June 20, 2022	<b>Amendment No. 68</b> (U Developments) was adopted by Ajax Council (By-law 46-2022) to establish Area Specific Policy 6.33 to permit a maximum height of 10-storeys and a maximum Floor Space Index of 4.4 for the subject lands at 27, 29, and 31 Harwood Avenue South.
June 20, 2022	<b>Amendment No. 69</b> (Promita) was adopted by Ajax Council (By-law 49-2022) to establish Area Specific Policy 6.34 to permit site-specific maximum tower floor plate sizes for the development of a 25-storey mixed use building within the Commercial Mixed Use II designation, subject to the provision of public/social benefits for the subject lands at 310 Kingston Road East.

**Date of Consolidation: October 14, 2022**

**This consolidation is for purposes of convenience only. For accurate reference, recourse should be made to the original approved documents.**

Copies of Amendments and Modifications can be obtained from the Clerk's Department or Planning and Development Services.

# **TOWN OF AJAX COUNCIL**

**2018 – 2022**

Shaun Collier, Mayor

Marilyn Crawford, Regional Councillor, Ward 1

Sterling Lee, Regional Councillor Ward 2

Joanne Dies, Regional Councillor, Ward 3

Rob Tyler Morin, Councillor Ward 1

Ashmeed Khan, Councillor Ward 2

Lisa Bower, Councillor Ward 3

## Outstanding Deferrals as of October 14, 2022

Deferral No.*	Policy/ Schedule	Explanation/Source
DOP-3	Schedule 'C-1' – Road System	Designation of Clements Road, westerly from Green Court as a Future Type C Arterial Road, pending the outcome of an Environmental Assessment.
D40-1	Schedule 'C-2' – Transit Priority System	Schedule C-2, established in Amendment No. 40, in its entirety has been deferred by Durham Region pending an update to Schedule 'C', Map 'C-3' of the Durham Regional Official Plan to reflect Durham Region Transit's Long Term Transit Strategy.
D40-2	Sections: 4.2.6 n) 4.3 h) 4.3 i)	References to "Schedule 'C-2' – Transit Priority System", made through Amendment No. 40, have been deferred pending approval of Schedule 'C-2' by Durham Region (refer to Deferral No. 40-1 above).
D42-1	Section 6.18	Section 6.18 in its entirety has been deferred by Durham Region pending further discussion between the Region and Town regarding the amount of retail use permitted in Employment Areas.

\*Deferral numbers are read as follows:

DXX-X

The letter 'D' indicates the item is Deferred

The two numbers following the 'D' refer to the Official Plan Amendment number associated with the Deferral. If the D is followed by an OP, this refers to a Deferral from when the Official Plan came into effect.

The number after the dash indicates the Deferral number under that Official Plan Amendment

## Outstanding Appeals as of October 14, 2022

Appeal No.*	Appellant	Land Subject to Appeal	Affected Policy/Schedule	Nature of Appeal
A38-1	Magnum Opus Developments (Ajax) Corporation	727 Shoal Point Road, legally known as Part of Lot 4, Range 3, Broken Front Concession - Registered Plan 40R26089 Parts 1 & 2  [PIN 26482-1332 (LT), Assessment Roll No. 180504001801700]]	Sections 2.2.5, 5.3 a), 5.3 o) and 5.3 bb), as they relate to the subject lands  [NOTE: Sections 5.3 a), 5.3 o) and 5.3 bb) have been renumbered through the Region's modifications to OPA 38 to 5.0 a), 5.0 o), and 5.0 bb) respectively]  Schedule 'A-1' – Land Use: One of the two Elementary School symbols on the subject lands  Schedule 'B' – Environment: the location of the Community Park Symbol located on the subject lands	OPA No. 38  OMB Case No. PL15303

\*Appeal numbers are read as follows:

→ AXX-X ←

The letter 'A' indicates the item is under Appeal

Two numbers following the 'A' refer to the Official Plan Amendment number associated with the Appeal

The number after the dash indicates the Appeal number under that Official Plan Amendment

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'A-1' – Land Use

'C-4' – Road Criteria

'A-2' – Intensification Areas

'D' – Special Policy Area

'B' – Environment

'E' – Downtown Regional Centre Land Use

'C-1' – Road System

'F' – Uptown Regional Centre and Midtown Corridor Land Use

'C-2' – Transit Priority System<sup>1</sup>

'G' – Lands Subject to Area Specific Policies

'C-3' – Priority Active Transportation Facilities

\*Local road network shown on Schedules is for context and information purposes. The local road network may change from what is shown on the Schedules in this consolidation.

## APPENDICES

**Appendix 'A'** Designated Cultural Heritage Resources

**Appendix 'B'** Park Standards

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<sup>1</sup> Deferral No. D40-1 - Schedule 'C-2', in its entirety, has been deferred. Refer to the table of 'Outstanding Deferrals' preceding the Table of Contents.

## INTRODUCTION

This Official Plan defines the intent of the Town of Ajax and Council for managing *development* and change within the Town.

In 1978, the Town adopted a 'District Plan' to serve as the Official Plan for the municipality. The District Plan subdivided the Town into a number of 'Communities' named numerically as A1 through to A9. By 2000, Community Plans, also known as Secondary Plans, had been prepared for all but the A9 Community.

In 2000, a comprehensive Official Plan was approved for the entire municipality which replaced the District Plan. As part of an Official Plan Review, a series of amendments to bring the plan into conformity with *provincial plans* and policies, and Regional policies were adopted in 2008 and 2010.

The Town is required to review and revise the Official Plan no less frequently than every 5 years after the Official Plan comes into effect in accordance with the Planning Act. This is to ensure that the Official Plan has regard to matters of provincial interest, is consistent with provincial policy statements, and conforms or does not conflict with *provincial plans*. Before revising the Official Plan, Council shall consult with the approval authority and prescribed public bodies, and hold an open house and public meeting which shall be advertised in accordance with the Planning Act.

As the Town of Ajax is located within the Regional Municipality of Durham, the Town's Official Plan must also conform to the Durham Regional Official Plan which provides an overall framework and direction for lower-tier municipalities. The Regional Official Plan was approved in 1993 and comprehensive amendments to bring the Plan into conformity with *provincial plans* and policies were adopted by Regional Council in 2006 and 2009.

Appeals to the Ontario Municipal Board and deferrals that remain outstanding at the time of the release of this consolidation are listed in the tables preceding the Table of Contents and are noted in the text and/or schedules of the Official Plan.

This introduction is for information purposes and does not form part of the Official Plan. The Prologue, Sections 1 through 7 (principles, goals, objectives and policies); maps (Schedules 'A-1' to 'G'); and, Appendices (Cultural Heritage Resources and Park Standards) are deemed to form part of the Town of Ajax Official Plan. Definitions provided in Section 7.3 have been *italicized* throughout the text of this Official Plan.

This Official Plan is intended to be read in its entirety and relevant policies to be applied to each situation. Therefore, users must become familiar with the entire document.

# TOWN OF AJAX OFFICIAL PLAN

## PROLOGUE

***‘AJAX CELEBRATES ITS PAST,  
IS PROUD OF WHAT IT IS TODAY,  
AND EMBRACES THE FUTURE WITH CONFIDENCE’***

### **Community Origin**

The Town of Ajax is named after a war ship, the ‘H.M.S. Ajax’. During the early days of the Second World War, in December of 1939, the H.M.S. Ajax, together with the H.M.S. Achilles and the H.M.S. Exeter, won an important naval victory in the famous Battle of the River Plate.

Ajax grew into a community during the Second World War as a result of the war-related munitions plant, Defence Industries Limited, being built in the area, south of what is now Highway 401. The plant and its associated facilities were significant in size and the rapid influx of plant employees quickly led to the establishment of a community. By the time the War ended, a settlement had emerged. The residents of this new community needed a name for their new town, and a contest was held for that purpose. The name ‘Ajax’ was chosen in recognition of the heroic actions of the H.M.S. Ajax at the Battle of the River Plate. Today, most of the Town’s streets have been named after the ship’s veterans.

With the inception of the Region of Durham in 1974, the geographical boundaries of Ajax were expanded to include Pickering Village and lands at the north and east end of the municipality.

The Town experienced rapid growth in the 1980’s and again in the early 2000’s. Today, ‘Ajax by the Lake’ is a diverse, vibrant, growing community within the Greater Toronto Area. The Town respects and values human diversity, and acknowledges the social, cultural and economic contributions of all groups.

### **Planning Context**

The Town of Ajax became part of the Regional Municipality of Durham on January 1, 1974. The Town comprises a land area of approximately 69 square kilometres (26 square miles or 16,650 acres) and is located in the southwesterly portion of the Region. In 2010, Ajax is home to approximately 100,000 residents. In land area, Ajax is the smallest of the Region’s eight area municipalities, but in terms of population, it is similar in size to the Region’s other lakeshore municipalities, such as the City of Pickering, the Town of Whitby and the Municipality of Clarington.

Ajax is a Great Lakes community situated on the north shore of Lake Ontario, which is the primary source of this municipality’s drinking water. The Town extends across the Carruthers Creek, Duffins Creek, and Lynde Creek watersheds. The creeks discharge into the nearshore waters of Lake Ontario. Accordingly, continued community growth and *development* shall be based on consideration and implementation of measures that will avoid or minimize impacts on the finite freshwater resources of Lake Ontario.

As the effects of *climate change* emerge, municipal land use decisions and actions will promote *mitigation* of and *adaptation to climate change* to protect and sustain the health and well-being of the community. The Town shall take actions to preserve existing trees, protect *wildlife habitat*, and

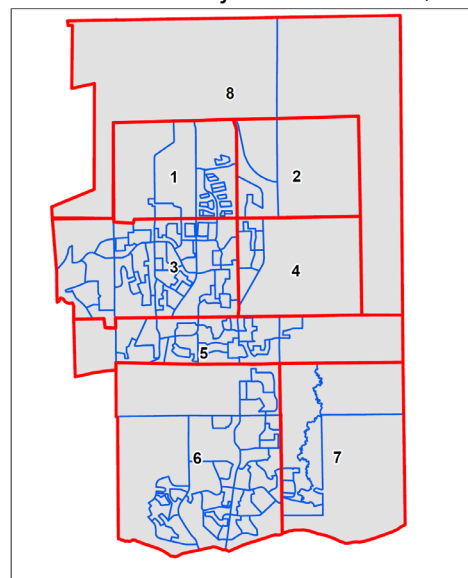
reduce or curtail local contaminant sources contributing to *climate change* and adverse environmental conditions in Ajax.

The policies of this Plan are designed to address cumulative impacts by promoting comprehensive planning for natural areas and *watersheds*.

The Greenlands System is based on the belief that the quality of life in Ajax will be enhanced by the establishment and maintenance of a network that links environmental resources and recreational areas both within and beyond the boundaries of the Town.

The population target for the entire Town to the year 2031 is approximately 137,670 persons, with a small proportion of that population (875 persons) residing in the rural area. This target is set out in the Durham Regional Official Plan along with an employment target of 49,290 jobs also by the year 2031. Sufficient land is available within the Town’s Urban Area Boundary to accommodate this population target and no expansion to the Urban Area Boundary is contemplated during the life of the Plan.

It is a requirement of the Planning Act, the legislation that guides land use planning in Ontario that local area municipal plans are to conform to the upper-tier Regional Official Plans. Accordingly, the Town of Ajax Official Plan must be read in conjunction with the Durham Regional Official Plan. In the event of a conflict between the Durham Regional Official Plan and the Town of Ajax Official Plan, the Planning Act specifies that the Regional Official Plan prevails to the extent of such conflict, but in all other respects, the Town of Ajax Official Plan continues in full force and effect. It is intended that the Town of Ajax Official Plan will be subject to continuing review and will be modified by amendment, as required, in order to conform to further changes to the Durham Regional Official Plan, and as may be appropriate to reflect the changing needs of the community.



### Future Growth

To achieve the established population target within the Town’s Urban Area Boundary, it is expected that Ajax will grow by approximately 26,300 persons from 2011 to 2031. Expressed in terms of dwelling units, it is estimated that approximately 11,300 households will be added to the Town during this period. Population and housing allocations are provided within Table 1 and 2, as follows (refer to Key Map):

**Table 1: Population, Household and Employment Yields by Year**

<b>Population, Households and Employment</b>				
	<b>2011</b>	<b>2016</b>	<b>2026</b>	<b>2031</b>
Urban Population	110,535	125,490	135,010	136,795
Rural Population	825	835	860	875
Total Population	111,355	126,325	135,870	137,670
Households	34,490	40,090	44,610	45,835
Employment	34,810	40,665	48,575	49,290

**Table 2: Unit and Population Yields by Location**

Low Density Residential		Medium Density Residential		High Density Residential		Total	
Units	Population	Units	Population	Units	Population	Units	Population
<b>1. Nottingham/Meadows</b>							
3,210	11,940	470	1,370	1,055	1,910	4,735	15,220
<b>2. Wyndam/Somerset/Hamlet</b>							
3,990	14,840	775	2,260	405	735	5,170	17,835
<b>3. Westney Heights/Hermitage/Riverside</b>							
6,780	25,220	885	2,575	1,090	1,975	8,755	27,770
<b>4. Uptown/Lexington/Mulberry</b>							
1,945	7,230	1,120	3,265	1,740	3,150	4,805	13,640
<b>5. Pickering Village/Denis O'Connor</b>							
3,225	11,995	610	1,770	740	1,345	4,575	15,105
<b>6. Downtown/Duffins Bay/Southwood</b>							
4,715	17,545	1,105	3,215	5,220	9,445	11,040	30,207
<b>7. Pickering Beach/Lakeside</b>							
2,865	10,660	900	2,615	50	90	3,815	13,360
<b>8. Rural Area and West of Church Street</b>							
600	2,230	55	165	75	135	730	2,530
<b>Total</b>							
<b>27,550</b>	<b>101,660</b>	<b>5,920</b>	<b>17,235</b>	<b>10,375</b>	<b>18,785</b>	<b>43,625</b>	<b>137,670</b>

(numbers may not add due to rounding)

The Units above are estimates and are not intended to regulate the distribution of units throughout the Town.

Figures are based on the following factors:

Low Density Residential – 3.72 persons per unit

Medium Density Residential – 2.91 persons per unit

High Density Residential – 1.81 persons per unit

### **Residential Intensification**

The Province of Ontario has advocated for compact *development* to be the key direction for managing growth in communities within the Greater Golden Horseshoe through the Growth Plan, a framework for *development* to the year 2031. The approach is premised on intensifying and reurbanizing existing built up areas within municipalities to curtail urban sprawl, support transit, protect significant greenlands, preserve employment lands, and create complete communities that meet the needs of the population. In 2006, the province designated a *built boundary* within which intensification is to take place.

Durham Region has completed its growth plan conformity exercise (Growing Durham) which has resulted in Regional Official Plan Amendment 128. ROPA 128 identifies key places within the Region as focal points for *development*. The Region has set the growth target between 2015 and 2031 for the Town of Ajax at 7,987 residential units, of which 4,343 or 54% have been allocated to the built up area. The Regional Official Plan states that:

- Regional Centres should support an overall long term density target of 75 residential units per gross hectare and a *floor space index* of 2.5 in a mix of high-rise and mid-rise buildings;
- Regional Corridors shall provide sufficient transportation links between Regional Centres and other centres within municipalities. Portions of Regional Corridors with an underlying Living Area designation are appropriate for higher density *development* and should support an overall long term density target of 60 residential units per gross hectare and a *floor space index* of 2.5 in generally mid-rise buildings along with some high-rise buildings;
- GO Transit Station Mixed Use Area shall provide for complementary higher density mixed uses as permitted by the Durham Region Official Plan;
- Local Centres range from Urban Centres, which should support an overall, long term density target of 30 residential units per gross hectare and a *floor space index* of 2.0, to Community Centres and Neighbourhood Centres which are to be planned and developed at a smaller scale to Urban Centres; and,
- Local Corridors provide efficient transportation links between various centres. Portions of Local Corridors that are appropriate for mixed use *development* should support an overall, long term density target of 30 residential units per gross hectare and a *floor space index* of 2.0 in mainly mid-rise buildings.

While intensification is expected to occur throughout areas within Ajax's built boundary, the majority of the intensification is expected to be directed to the following centres and corridors:

- Downtown Regional Centre
- Uptown Regional Centre
- Village Centre
- GO Transit Station Mixed Use Area
- Midtown Corridor

These intensification areas are envisioned to attract a significant portion of the population and employment within the Town to utilize existing services and *infrastructure* more efficiently, to guide future *infrastructure* investment, to create complete communities that serve the surrounding neighbourhoods through a mixture of higher density land uses and to thereby reduce reliance on the single occupancy automobile as the preferred means of travel. These areas are intended to provide a diverse range of uses and high quality public open spaces, support vibrant neighbourhoods, facilitate walking and cycling, and higher order transit.

*Infill* opportunities also exist along major arterial roads, while some opportunities exist within established neighbourhoods, it is not expected that low density residential areas will be subject to major changes. Any intensification within these neighbourhoods will be evaluated carefully to ensure that the scale, massing, density and character of buildings is compatible with existing neighbourhoods.

The intensification areas have the potential to provide for the following numbers of units, based on a set of reasonable assumptions:

**Table 3: Intensification Centres and Corridors Development Potential (2015-2031)**

<b>Intensification Area</b>	<b># Units</b>	<b>Population</b>
Downtown Regional Centre	1,850	3,500
Uptown Regional Centre	1,850	3,500
Midtown Corridor	200	350
Village Centre	150	275
GO Transit Station Mixed Use Area	350	650
Other Corridors	500	1,125
Neighbourhood Infill	100	300
<b>Total</b>	<b>5,000</b>	<b>9,700</b>

### **Greenfield Growth**

The northeasterly (Wyndam/Somerset/Hamlet & Uptown/Lexington/Mulberry) and northwesterly (Nottingham/Meadows) portions of the Town inside the Urban Area Boundary will be the most significant greenfield growth areas.

The southeasterly (Pickering Beach/Lakeside) portion of the Town will be another significant greenfield growth area, with over 3,000 new dwelling units planned over the next twenty years. It is expected that the *development* of these lands will occur steadily over the planning period.

The policies of this Plan ensure that housing production is properly monitored, and that *development* occurs in a fiscally sound manner that does not place an undue financial burden on existing taxpayers. Managed growth in an efficient and economically responsible manner is a fundamental principle of this Plan.

The Town's rural area contains a population of approximately 1,000 persons, and this figure is not expected to change significantly during the life of this Plan.

With regard to employment growth, the number of jobs in Ajax at the time of the adoption of this Plan was approximately 20,000, representing approximately 1 job for every 3.5 Ajax residents. The Town's employment target in this Official Plan is 1 job for every 2.0 Ajax residents. The majority of the Town's existing employment positions are located south of Highway 401, while the majority of the Town's future employment growth will occur north of Kingston Road, centered along Salem Road, and also east of Salem Road, generally between Bayly Street and Kerrison Drive.

The policies of this Plan require the preparation of an Employment Report during the 5-year review of the Official Plan to monitor the Town's progress in achieving its employment objectives. The provision of employment opportunities for the Town's residents is a fundamental principle of this Plan.

## 1.0 PURPOSE AND PRINCIPLES

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### 1.1 PURPOSE OF THE OFFICIAL PLAN

The Official Plan establishes principles, goals and policies governing long-term growth in the Town. The Official Plan is the local municipal document that establishes the context for the future urban structure of the Town and, as such, will serve as the basis for managing change. To sustain a healthy population and workforce that remain competitive in the global economy, it is important to take actions that will provide for healthy, natural and built environments in Ajax.

All citizens of the Town of Ajax benefit from the proper management of the environment, which is based on sound community planning principles and appropriate, responsible development policies. The community believes that managed, sustainable growth is necessary to ensure the preservation of natural heritage features, create residential and employment opportunities, provide quality services and *infrastructure*, and maintain fiscal responsibility.

It is the intent of the Town to create a balance of jobs and housing within Ajax. The Town will contain a mix of land uses, providing housing and employment opportunities, as well as retain open space, recreational and *community facilities*. The Official Plan establishes a variety of land use designations and related policies that will guide *development* within Ajax.

### 1.2 PRINCIPLES

It is anticipated that Ajax will accommodate approximately 137,600 residents with only a small proportion of that population (875 persons) residing in the Rural Area and 49,290 jobs (based on the interim objective to accommodate 1 job for every 2.8 residents) by the year 2031. Sufficient land to accommodate that population target is contained within the 'Urban Area Boundary' as depicted on Schedule 'A-1'. This Official Plan designates sufficient land to meet the Town's long-term growth requirements, while ensuring the maintenance of a permanent rural area.

The population and employment forecasts of 137,600 persons 49,290 jobs and the resulting Urban Area Boundary is based on assumptions regarding household size and the density of *development*. Notwithstanding the eventual household size or density of the residential or employment areas, the Town will not amend its Urban Area Boundary in the future. This Official Plan designates sufficient land to accommodate the Town's long-term growth requirements.

As the Official Plan is based on growth to a finite limit in terms of land area, sufficient land has been set aside to ensure a balance between employment, commercial and housing to ensure that Ajax is a financially viable, balanced and complete municipality. In addition, the Town recognizes that ongoing *development* intensification within the existing Urban Area Boundary will be required to accommodate projected growth.

The Town identifies the entire Town of Ajax as a Community Improvement Project Area. The Town may prepare separate community improvement plans for various areas within the Town when required.

The Official Plan is based on the following fundamental principles:

- a) The Town shall maintain a livable and healthy community by addressing the needs of the current population without compromising the ability of future generations to meet their own needs. Ajax will promote:
- Reduction of the environmental impacts of land uses, *infrastructure*, and human activities on air, land, and water resources;
  - An ecosystem-based approach to planning and *development*, with the achievement of sustainable *development*, wildlife and habitat protection and enhancement, and linked greenspace as primary long-term objectives;
  - Protection and enhancement of the *ecological and hydrological integrity* of the Greenlands System as the key component of the planned structure of the community;
  - A competitive, adaptable economic environment that encourages investment and employment opportunities while balancing employment growth with residential growth;
  - Excellence in urban design to contribute to a sense of place, ensure physical safety, promote social interaction and enjoyment, provide human scale to the urban environment, and ensure a beautiful and functional built legacy; and,
  - Planning actions and decisions that consider the accumulating environmental impacts of urbanization and human activities, reduce and remediate *adverse effects* and *negative impacts* on air, land and water resources;
- b) The Town shall consider the planned urban structure, built form, energy, water, transportation, public health, *landform features*, vegetation, wildlife, and food production when evaluating the environmental impacts of *development* in making decisions that will have long-term effects;
- c) The Town will, first and foremost, protect and enhance a strong, biologically diverse Greenlands System that weaves throughout the municipality to interconnect with the broader Great Lakes ecosystem in adjoining municipalities and *watersheds*. While the open Lake Ontario Waterfront, *coastal wetlands*, and *creek* valleys are particularly unique natural assets within the Town, the Greenlands System and its inter-related components, as a whole, are highly valued by the community. Accordingly, Ajax shall:
- Require the protection and enhancement of the *ecological features* and *ecological functions* of the *natural heritage system* within the Town, and its connections to natural areas in adjoining municipalities;
  - Protect the Greenbelt by ensuring planning decisions and actions regarding areas within the Greenbelt conform to the policies of the Greenbelt Plan;
  - During the review and approval of *development* applications, aim to ensure proponents have designed proposals to be less vulnerable to the potential damage from actual and predicted *climate change* impacts, and to protect and enhance the natural environment, including the protection and enhancement of *wildlife habitat*, by reducing surface water runoff and implementing water and energy conservation measures through the design, construction and maintenance of *infrastructure*, such as water, wastewater, and stormwater facilities; and,
  - Integrate environmental features into parks and ensure that parks and open spaces protect and enhance *natural heritage features and areas*.

- d) The Town recognizes the benefits and opportunities provided by growth and will ensure growth is well managed and sustainable. Ajax will promote:
- sustainable economic prosperity on the basis of a positive business environment and diversified economic base.
- e) The Town will ensure that residential areas are balanced, attractive, accessible and safe. Ajax will promote:
- the proper management of existing residential areas;
  - a wide range and mix of housing opportunities, including innovative forms of housing;
  - the establishment and maintenance of an adequate supply of serviced land for residential land uses within the existing Urban Area Boundary;
  - *compatible development*, including *residential intensification* initiatives, that are sensitive to the character and context of its surroundings;
  - residential areas that include a range of recreational, educational and commercial facilities; and,
  - the achievement of a safe and attractive urban environment through good urban design and landscaping standards.
- f) The Town will ensure that *development* is designed to be sustainable, transit-supportive, pedestrian-oriented, and accessible to persons with disabilities. Ajax will support:
- green technologies and *renewable energy systems*;
  - *residential intensification* in mixed use areas serviced by public transit;
  - pedestrian access between residential uses and public transportation in the Downtown;
  - trails, bicycle lanes and other active transportation *infrastructure* that will link communities and provide travel alternatives; and,
  - building design that improves access and mobility for persons with disabilities.
- g) The Town will plan for a wide range of employment opportunities. Ajax will:
- designate employment lands within the existing Urban Area Boundary; and,
  - protect that designated employment land supply from conversion to other uses.
- h) The Town will provide opportunities for employment, shopping, and mixed use *development* in Centres. Ajax will promote:
- the Downtown Regional Centre, the Uptown Regional Centre, and the Village Centre as the primary retail commercial districts; and,
  - intensive mixed use *development* along arterial roads in conjunction with transit facilities.

- i) The Town will enhance the Downtown Regional Centre as a unique area within the Town. Ajax will promote:
  - the Downtown Regional Centre as a compact, urban, intensive, mixed use, pedestrian-oriented, transit-supportive centre, including cultural, administrative, commercial, entertainment and residential uses.
  
- j) The Town will protect and enhance the important components of the Town's cultural heritage. Ajax will promote:
  - the preservation and adaptive reuse of architecturally and/or historically significant buildings; and,
  - the proper management of archaeological resources during the development process.
  
- k) The Town will provide opportunities for cultural arts and *recreation*. Ajax will promote:
  - improved and expanded cultural arts and recreational spaces and facilities to accommodate the needs of a diverse and growing population, including the *(re)development* and repurposing of facilities in the Village Centre that will serve as a primary arts and cultural hub for the Town; and,
  - public open space areas and linkages as significant components of the *natural heritage system*.
  
- l) The Town will reinforce its existing Urban Area Boundary and maintain the adjacent rural area. Ajax will promote:
  - the appropriate accommodation of projected population growth and economic activity primarily within the existing Urban Area Boundary;
  - the protection of the remaining rural area for *agricultural uses* and for other uses that are compatible with the character of the rural area and the adjacent urban area;
  - the concepts of a compact urban form, the preservation of agricultural land and the efficient use of *infrastructure*; and,
  - the intensification of residential, commercial and employment areas.
  
- m) The Town will manage growth by ensuring that *infrastructure*, services, and *community facilities* are provided in an efficient and economically responsible manner that protects and enhances the local environment. Ajax shall:
  - promote the staging of *development* in concert with planned improvements to *infrastructure*, services, and *community facilities*;
  - use *infrastructure* that avoids and minimizes adverse environmental impacts, and reduces water and energy consumption through conservation, to the fullest extent possible; and,
  - promote the establishment of an efficient, multi-modal, inter-connected provincial/regional transportation system, including public transit that serves the needs of the community while reducing emissions of greenhouse gases and other air pollutants.

- n) The Town will accommodate a significant proportion of its mixed use intensification growth through compact, transit-oriented *development* within identified intensification areas. It is anticipated that new *development* within these areas will:
- promote *development* that reflects design innovation and excellence in all aspects of the urban environment including buildings, streets, parks and open spaces;
  - encourage active and vibrant focal points that support a broad range of activities and a diversity of urban form;
  - develop a broad range of housing types and tenures to support the needs of a broad spectrum of the population;
  - minimize impact of new *development* on existing low density neighbourhoods through appropriate transitions;
  - develop at densities supportive of higher order transit;
  - have a fine grain network of streets that support pedestrian comfort facilitating multiple pedestrian and vehicular options and amenity;
  - include a range of parks, open spaces and urban squares that provide interesting gathering spaces;
  - prioritize environmental sustainability by minimizing the ecological impacts of new *development*; and,
  - promote *low impact development* and other ‘green’ *development* priorities as an approach to reducing the impacts of stormwater runoff.

### 1.3 LAND USE CATEGORIES

- a) The Official Plan groups the various land use designations under the following broad categories as depicted on Schedule ‘A-1’:
- i) Greenlands System:
    - Environmental Protection;
    - Open Space; and,
    - Rural Area.
  - ii) Residential Areas:
    - Low Density Residential;
    - Medium Density Residential; and,
    - High Density Residential.
  - iii) Mixed Use Areas:
    - Downtown Regional Centre;
    - Uptown Regional Centre;
    - Midtown Corridor;
    - Village Centre;
    - Neighbourhood Centres; and,
    - Mixed Commercial Corridor.

- iv) Employment Areas:
  - Prestige Employment;
  - General Employment; and,
  - GO Transit Station Mixed Use Area.
  
- b) In addition to the land use designations of this Plan, the following are identified symbolically on Schedule 'A-1'. Policies related to these uses are also contained within this Plan:
  - Elementary *Schools*;
  - Secondary *Schools*;
  - The Secondary *School* Multi-Use Campus;
  - The Water Supply Plant;
  - *Special Policy Area*; and,
  - The Provincial Greenbelt Boundary.
  
- c) Schedule 'A-1' also identifies Employment Policy Area 1, as well as Special Study Areas which shall be the subject of further study as set out in the policies of this Plan.
  
- d) Schedule 'B', Environment, identifies the following environmental designations:
  - Environmental Protection;
  - Open Space; and,
  - Rural Area.

Schedule 'B' also illustrates the following:

  - The Provincial Greenbelt Boundary;
  - The Greenbelt's Natural Heritage System Boundary;
  - Greenbelt's *Key Natural Heritage Features*;
  - *Creeks*;
  - Lake Iroquois Shoreline;
  - Greenwood Conservation Area;
  - Town-Wide Parks;
  - Community Parks;
  - Neighbourhood Parks;
  - Parkettes;
  - The conceptual area of the Built Environment;
  - Municipal Storm Water Management Ponds;
  - *Special Policy Area*;
  - Special Study Area 1;
  - Former *Landfill Site*; and,
  - the Water Supply Plant.
  
- e) Schedules 'C-1', 'C-2'<sup>2</sup>, 'C-3' and 'C-4' reflect the planned transportation system for the Town.
  
- f) Schedule 'D', Special Policy Area – Notion Road/Pickering Village, identifies in detail the lands that are subject to Section 2.5.5.
  
- g) Schedule 'E', Downtown Regional Centre Land Use, identifies the land use designations for the Downtown Regional Centre.

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<sup>2</sup> Deferral No. D40-1 - Schedule 'C-2', in its entirety, has been deferred. Refer to table of 'Outstanding Deferrals' preceding the Table of Contents.

- h) Schedule 'F', Uptown Regional Centre Land Use, identifies the land use designations for the Uptown Regional Centre.
- i) Schedule 'G', Lands Subject to Area Specific Policies, identifies lands that are subject to specific Official Plan policies.
- j) The limits of the 'Town Boundary' and 'Urban Area Boundary' as shown on the Schedules are fixed and not open to interpretation.

## 2.0 ENVIRONMENT

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The Town of Ajax recognizes that a healthy and livable community must be sustained by protecting and enhancing the natural environment, and protecting the designated Greenlands System from human activities for the long term. Additionally, strategic actions need to be taken to reduce Ajax's *vulnerability to climate change* and the impacts of severe weather.

This will be accomplished through investment in *adaptation* and climate-resilient *development* and *infrastructure*. The Plan's environment-related goals and policies shall apply to all land uses and *infrastructure*, and form the basis for educational programs.

### 2.1 CLIMATE CHANGE CONTEXT AND GENERAL ENVIRONMENT POLICIES

The Town recognizes that clean water, clean air, safe and secure shelter and *infrastructure*, employment, *community facilities* and programs, public open space, a protected *natural heritage system*, protected agricultural land, and locally grown foods are needed to sustain a healthy community.

*Climate change* is occurring rapidly. In the Greater Golden Horseshoe, *climate change* is predicted to be characterized by: more frequent and severe wet weather events, such as flooding and tornadoes; higher air temperatures; warmer water temperatures in surface runoff, *creeks* and Lake Ontario; stronger winds; more surface runoff in winter and less in summer and fall; more evaporation; and, less infiltration.

Consequently, the Town shall plan to address *climate change mitigation* and *adaptation* strategies. By doing so, Ajax shall enhance its *adaptive capacity* to moderate potential damages, take advantage of opportunities, and better cope with the consequences.

As Lake Ontario is the Town's primary source of drinking water and provides for water-based recreational activities, the municipality's decisions and actions respecting land use planning and *infrastructure* shall contribute to improved water quality and quantity, air quality, and the aquatic ecosystem.

#### 2.1.1 Goals

To achieve the environmental principles in Section 1.2 of this Plan, the Town shall:

- a) Protect and enhance the Greenlands System from *adverse effects* of *development*;
- b) Develop and implement an integrated Climate Change Action Plan with *mitigation* and *adaptation* strategies to improve *resilience* to environmental stresses and changes;
- c) Require environmental designs and retrofits of buildings and *infrastructure* in the Built Environment that reduce the quantity and improve the quality of stormwater runoff;
- d) Promote the reduction of travel time and energy consumption by preventing the conversion of Employment Areas to other land uses, and by promoting the *development* of such lands in order to deliver employment opportunities to residents within the community;
- e) Encourage the *development* of appropriate forms of mixed use *development* to provide employment and shopping opportunities close to residences, thereby promoting the use of alternate forms of transportation, minimizing travel distances, and reducing air pollution;

- f) Promote the growing of food, and support protection of agricultural land, to enhance food security and support community interaction;
- g) Promote energy conservation to reduce the demand for energy production, minimize greenhouse gas emissions, and improve air quality;
- h) Promote water conservation and efficient use of water to reduce demand for municipal water and wastewater treatment and associated energy consumption;
- i) Actively protect the quality and quantity of local water resources through the review of *development* applications;
- j) Advance environmentally responsible outdoor lighting and retrofits that reduce light pollution, energy usage, and glare, to restore unobscured views of the night sky, while maintaining sufficient light levels for a safe built environment;
- k) Actively protect natural heritage features and functions, as well as preserve and enhance *fish* and *wildlife habitat*;
- l) Manage forest resources and trees in a manner that enhances their quality, quantity and sustainability over time; and,
- m) Provide shade, using natural and artificial structures placed in convenient, accessible locations in a manner that is sensitive to the surrounding environment to create protection against ultraviolet radiation at the right time of day and at the right time of year.

### 2.1.2 Climate Change Protection

The Town recognizes that the reduction of greenhouse gas emissions and the *adaptation* of buildings and *infrastructure* to be more resilient to severe weather will assist in addressing the potential adverse environmental impacts of *climate change*. Accordingly, the Town shall:

- a) Prepare an effective, integrated Climate Change Action Plan containing *mitigation* and *adaptation* strategies, to reduce the environmental, social and economic effects of predicted *climate change* and severe weather events on the community. *Adaptation* will increase the Town's ability to reduce, and cope with disruptions to critical community *infrastructure* and minimize risks to health and safety over time. The Plan shall, among other matters, identify how to reduce or mitigate the risk to people and damage to property, buildings, *infrastructure* and the environment. In part, this shall be achieved through the design and retrofit of *development* and *site alteration* by:
  - i) increasing the proportion of permeable surfaces to reduce flood risk and strain on sanitary sewer and stormwater *infrastructure*;
  - ii) improving water efficiency standards in new *development* and existing buildings to reduce use and consumption of water and minimize wastewater flows;
  - iii) undertaking energy conservation measures, including the use of energy efficient building materials, designs and appliances, in municipal buildings and facilities to reduce energy consumption;
  - iv) promoting the use and retrofit of energy conservation measures in existing and new *development* throughout the community; and,
  - v) considering a wider range of design standards and alternatives, building in additional safety margins, and determining acceptable to tolerable levels of risk or failure, and associated benefits and costs.

- b) Develop and implement air quality strategies and programs to reduce greenhouse gas emissions from Town-owned facilities, municipal activities, and other local sources; and,
- c) Develop and implement an Integrated Community Sustainability Plan.

### 2.1.3 Air Quality and Urban Heat Island

The Town recognizes that poor air quality and the *urban heat island effect* have *adverse effects* on both human health and the natural environment. Accordingly, the Town shall:

- a) Participate in inter-municipal clean air initiatives;
- b) Support incremental reduction of greenhouse gas emissions and air pollutants generated by municipal facilities and activities;
- c) Define urban heat island action areas for targeted greening;
- d) Promote tree planting and innovative green spaces, such as green roofs in new and existing *development*, to reduce energy use through shading and sheltering;
- e) Promote the installation of artificial shade, such as covered walkways, awnings and canopies, in appropriate locations;
- f) Promote greater use of permeable surfaces and pervious pavement in areas such as parking lots and sidewalks, where appropriate, as well as by conducting pilot projects, and participating in public education programs;
- g) Reduce single-occupancy vehicle use by promoting alternate forms of transportation to single vehicle use, such as HOV lanes, transit, walking and cycling;
- h) Increase awareness and educate the public about negative health effects and environmental costs of activities that generate air pollution;
- i) Encourage the provision of renewable energy sources (i.e., other than fossil fuels) to facilitate the use of alternate modes of travel, such as by providing pay-as-you-go electrical outlets for electric-powered bicycles, scooters and vehicles; and,
- j) Encourage the provision of hybrid vehicle servicing in new or redeveloping motor vehicle service and repair facilities.

### 2.1.4 Tree Canopy

The Town recognizes the value of tree cover in improving air quality and lowering air temperature during summer months. Expanding and providing a more robust tree cover creates bird and *wildlife habitat*, reduces the *urban heat island effect*, improves air quality, and connects open spaces and other natural areas. To maintain, protect, and enhance the existing tree canopy, the Town shall:

- a) Develop and implement an Urban Forest Management Plan;
- b) Encourage the planting of native or non-native non-invasive tree species and vegetation that are resilient to *climate change* and provide high levels of carbon sequestration, subject to the Town's approval, particularly through new *development* and on municipally-owned land;
- c) Consider enacting a Town-wide tree-cutting by-law to regulate the destruction or injury of trees;
- d) Encourage the use of water-conserving irrigation systems and the provision of adequate permeable surfaces around newly planted trees to establish a secure root system;

- e) Require reimbursement, in the form of new trees or financial compensation, for all healthy trees proposed to be removed in *development* applications, based on the findings of a Tree Inventory and Preservation Plan;
- f) Encourage tree planting by local residents and organizations, and educate residents about the benefits of planting trees versus the environmental impact of removing trees; and,
- g) Implement measures to protect, enhance, and expand the tree canopy, including but not limited to:
  - i) requiring tree planting in areas of extensive surface parking;
  - ii) promoting *development* that maximizes areas for tree planting; and,
  - iii) preserving the existing tree canopy.

### 2.1.5 Energy Conservation

Energy conservation refers to reducing the amount of energy used to support everyday activities. Energy conservation shall be achieved through community and site planning, building design, and use of energy-efficient materials, appliances, and landscaping. The Town shall:

- a) Promote street, lot and building orientation with optimum southerly exposures to maximize passive solar energy gain;
- b) Promote compact and contiguous urban form, *infilling*, and *redevelopment* in appropriate locations within the Town;
- c) Encourage innovative *development* that incorporates energy conserving principles into building design;
- d) Promote landscaping that protects buildings and *infrastructure* from the effects of excessive wind and sun;
- e) Encourage the application of energy conservation measures in the rehabilitation and upgrading of existing buildings;
- f) Promote increased use of solar energy systems to heat water, air and/or generate electricity;
- g) Work with senior levels of government and private industry to encourage energy conservation measures and promote the use of renewable energy sources, where feasible;
- h) Promote energy conservation and efficiency through new construction and upgrades to Town-owned facilities, and through the procurement of vehicles, equipment, and supplies; and,
- i) Develop and implement an Energy Management Plan for Town-owned facilities.

### 2.1.6 Water Conservation

The Town's goal is to conserve the water resources that sustain this community's natural and built environments, and to protect and enhance the quantity and quality of water in Lake Ontario. To achieve this goal, the Town shall:

- a) Use less water to support community growth and *development*, including municipal facilities, functions, programs and activities;

- b) Promote conservation of the municipal water supply through public education about the environmental and fiscal benefits of reducing water consumption and by supporting water conservation programs;
- c) Support recycling and reuse of *grey water* only in accordance with the provisions of the Ontario Building Code;
- d) Monitor, analyze and report on water usage and conservation at municipal facilities regularly;
- e) Promote installation of water conservation fixtures in new and existing *development* in conjunction with the Region;
- f) Encourage use of rainwater cisterns and barrels, in a manner that would not allow stagnant water to become a breeding ground for mosquitoes, to collect water from rooftops to irrigate lawns and gardens;
- g) Promote the responsible disconnection of rooftop downspouts on lots where water can be directed to pervious or grassy areas and gardens provided the water is capable of being absorbed within a couple of days to prevent stagnant water;
- h) Promote planting of drought-resistant species, perennials and ground covers that do not require irrigation; and,
- i) Work with other government agencies, municipalities and others on integrated and coordinated water conservation initiatives.

### **2.1.7 Urban Agriculture**

*Urban agriculture* shall mean the growing of produce (i.e., fruits and vegetables) and flowers in community gardens, and smaller scale gardening on public and private land, yards, and structures, such as rooftops, but shall exclude the raising of any animals, livestock or poultry, including chickens.

The Town's goal is to promote agriculture activities within the Urban Area that are compatible with planned land uses, while enhancing access to locally grown produce, lowering energy consumption, reducing transportation costs and greenhouse gas emissions, and augmenting supplies of fresh and preserved foods.

To achieve this goal, the Town shall:

- a) Promote the growing and sharing of a wide variety of local produce and preserved foods and flowers year-round;
- b) Encourage the establishment of community gardens in suitable locations having maximum exposure to sunlight. Community gardens shall not be permitted in the Environmental Protection designation and in areas contaminated by existing or previous land uses. Community gardens and associated accessory structures, such as garden sheds, shall be minor in scale and secondary to the primary permitted land use(s);
- c) Require proponents of community gardens, on privately and publicly owned land, that are to be open to public use, to enter into an agreement with the Town, including addressing the requirements, if any, of the owner(s) of the land on which such a garden is to be located. This agreement would include, as a minimum, the following:
  - i) the organizational structure for those persons or groups proposing to manage the garden;

- ii) a concept sketch of the garden, indicating provision of adequate parking, drainage, and access for the location and scope of operation;
  - iii) the source of water for irrigation, with preference for efficient use of precipitation captured in rain barrels and cisterns, rather than municipally-treated water, whenever possible;
  - iv) the prohibition of lighting;
  - v) a maintenance plan detailing daily and seasonal operations, procedures, and requirements, for spring start-up, the growing season, and garden closure in the fall; and,
  - vi) indication that there will be no *adverse effects* on the enjoyment of nearby properties;
- d) Encourage gardens on public and private lands designed to capture and infiltrate surface runoff;
  - e) Require the use of clean topsoil, compost and mulch;
  - f) Encourage gardens to be designed with elements, such as elevated or tiered planting beds with wide aisles/paths between plots, that accommodate access by gardeners with disabilities and situational impairment;
  - g) Promote fruit and vegetable gardening in the yards of residential, “clean” commercial and “clean” industrial properties, greenhouses, and containers on balconies and porches, and on rooftops;
  - h) Support the establishment of seasonal or year-round marketplaces in key locations where locally grown and preserved foods can be sold, and function as places of social interaction; and,
  - i) Consider establishing permanent agricultural easements to secure lands for community gardens in perpetuity.

### 2.1.8 Outdoor Lighting

The Town’s goal is to reduce the adverse environmental effects of outdoor lighting, such as glare, light trespass, over-illumination, and disruption of circadian rhythms in residents, wildlife, and plants.

The Town recognizes the need for outdoor lighting to illuminate buildings, roads, parking lots, yards, public areas, sports fields, and signs for purposes such as safety, information, and visibility.

The Town will require outdoor lighting that minimizes energy consumption, utility costs, and adverse environmental effects. Accordingly, the Town shall:

- a) Use energy efficient lighting fixtures in all new and retrofitted municipal facilities and properties, and in transportation corridors owned and/or maintained by the Town, such as roads, trails and parking lots;
- b) Ensure outdoor lighting provided at municipal facilities, parks and open spaces is designed and installed properly to provide the necessary level of illumination and avoid causing light trespass onto *adjacent lands*;
- c) Require outdoor lighting to be directed away from lands designated Environmental Protection;
- d) Require properly installed full cutoff lighting for all new and retrofitted outdoor lighting;

- e) Prohibit wall mount lights that shine horizontally and those with sag lenses;
- f) Work toward achieving an even application of similar types of lighting along transportation corridors and public spaces;
- g) Require appropriately scaled lighting fixtures for pedestrian and bicycle pathways where the Town determines lighting is necessary, taking care to site such fixtures in a manner that avoids *adverse effects* on lands designated Environmental Protection and on residences;
- h) Prohibit unnecessary or excessive use of outdoor lighting;
- i) Use educational materials to encourage landowners to convert existing excessively lit properties to more efficient, appropriate types of outdoor lighting that meets the intent of this Section, particularly with respect to *redevelopment*;
- j) Encourage the use of light standards with bases that allow for the co-location of other *utilities*, such as cable and telecommunications/communications, where appropriate;
- k) Require proponents of *development* applications to identify the following in their complete application:
  - i) purpose and location of outdoor lighting;
  - ii) minimum and maximum light levels required for the proposed land use;
  - iii) details of installation and maintenance of lighting fixtures;
  - iv) energy efficiency of the proposed lighting fixtures;
  - v) provision of zero-light trespass onto neighbouring properties;
  - vi) provision of zero-light trespass onto lands designated Environmental Protection; and,
  - vii) how the proposal meets the Town's lighting policy and/or by-law;
- l) Require the submission of a Lighting and Photometric Plan with Site Plan applications that demonstrates compliance with the Official Plan, including an implementation and maintenance plan. After *development* is complete and prior to the release of performance guarantees, the photometric performance of lighting plans shall be confirmed by a field test and a letter from the lighting designer certifying that the test meets the predicted photometric performance of the lighting plan and complies with the Outdoor Lighting goals and policies of the Official Plan; and,
- m) Establish Town-wide standards for outdoor lighting fixtures and adopt a Lighting By-law.

### 2.1.9 Renewable Energy

The Town supports the principle of renewable energy to address *climate change* and help improve air quality. Accordingly, the Town shall:

- a) Support the inclusion of solar-ready *infrastructure* in the design of new buildings and the retrofitting of existing buildings, subject to the requirements of the Ontario Building Code;
- b) Consider shadow impacts on *solar energy* systems from new *development* through the review of subdivision and site plan designs;

- c) Request all proponents pursuing a Renewable Energy Approval from the Province to provide the following at the required pre-consultation with the municipality:
  - i) a site plan that:
    - identifies the location of the building or structure on the lot in relation to *adjacent land* uses, existing natural heritage and/or *hydrologic features*; and,
    - addresses site access, parking, site circulation, pedestrian access, and landscaping;
  - ii) building and/or structure elevations;
  - iii) total electricity generation capacity of renewable energy facility;
  - iv) minutes of all public consultation meetings; and,
  - v) draft copies of all studies that will be submitted to the Province in support of the application;
- d) Permit a district energy facility adjacent to the Downtown Regional Centre to serve local industries and businesses, as well as Downtown *development*, and supply electricity to the grid, in accordance with Section 6.12; and,
- e) Not support the location of new biomass, biogas and biofuel renewable energy facilities near *sensitive land uses*.

#### **2.1.10 Lake Ontario Waterfront**

Ajax shares the freshwater resources of the Great Lakes Basin with more than forty million other people. With continued population growth and restricted outflows to the St. Lawrence River, effective actions are needed from all levels of government and the community to reduce the pollutants released into Lake Ontario. Our collective future and the health of the community relies on protecting and enhancing a high quality Great Lakes ecosystem, and its finite water resources for drinking and recreational purposes.

The Lake Ontario Waterfront provides points of interest such as the Rotary Park Pavilion, Veterans' Point Gardens, and the Carruthers Marsh Pavilion.

##### **2.1.10.1 Goals**

Lake Ontario is the primary source of the Town's drinking water, dilutes treated effluent from Regional water pollution control plants, receives flows from urbanizing and agricultural *watershed* tributaries, provides aquatic habitat, and supports recreational activities.

Accordingly, the Town shall:

- a) Encourage and support timely, effective actions by senior governments, the International Joint Commission, and others to improve and restore the quality of Lake Ontario and the other Great Lakes. Actions may be undertaken pursuant to treaties and legislation, such as the Canada – U.S. Great Lakes Water Quality Agreement, as well as new policies, legislation and programs to address recurring and emerging concerns, such as nutrients, invasive species, chemical contaminants including pharmaceuticals and personal care products, and algal growth;
- b) Play an important role in advocating for and implementing water policies and programs based on knowledge of the dynamics of Lake Ontario, changing ecological conditions at the land/water interface, surface and groundwater regimes, and local contaminant sources;

- c) Protect people and property from the flooding, slope instability and *erosion hazards* resulting from severe weather events and *climate change, development in watersheds*, and fluctuations in the water level of Lake Ontario, using non-structural and structural protection works, and allowances for slope stability, flooding, and erosion, in conjunction with senior governments and Conservation Authorities; and,
- d) Curb contaminant emissions at sources within and near the municipality.

#### **2.1.10.2 Policies**

To achieve the goals for the Lake Ontario Waterfront, the Town shall:

- a) Take actions to improve the quality of the water entering *creeks* and Lake Ontario from Regional sanitary services, the municipality's stormwater system, and surface runoff to meet and potentially exceed the applicable water quality standards, and to assist in restoring summer-long recreational swimming in Lake Ontario. Actions shall include but not be limited to the following:
  - i) participating in water quality data collection and research studies to identify and evaluate sources of contamination and measure improvements in water quality within and near the Town;
  - ii) promoting the preparation and implementation of Pollution Prevention Plans and programs to reduce waterborne and airborne contaminant emissions from local sources, which may involve remedial works, the use of new technologies, monitoring and feedback on environmental performance; and,
  - iii) contributing to the collective efforts of other governments to improve Lake Ontario's water quality for drinking purposes, and to restore water-based recreational activities and its ecological condition;
- b) Support *development* of effective, affordable water quality analytical techniques and technologies to assist in identifying and curtailing the release of contaminants into local water resources. Ajax will carefully plan land uses that have the potential to emit pollutants into local water resources in a manner that avoids such emissions to the fullest extent possible. The Town will carefully minimize the use of pesticides;
- c) Require the installation, maintenance and monitoring of stormwater quality and erosion control measures for all public and private *development* applications to protect Lake Ontario and valued surface water and groundwater resources;
- d) Take actions to reduce the release of contaminants and nutrients, such as phosphorus, from local sources into Lake Ontario to reduce the growth and decay of algae along the shoreline;
- e) Ensure the *Watershed Plans* for Carruthers, Duffins and Lynde *Creeks* evaluate the impact of planned *development* and *infrastructure* including:
  - i) the effects of surface water runoff from loss of pervious surfaces;
  - ii) the impact on nearshore Lake Ontario water quality along the Ajax shoreline;
  - iii) consideration of weather trends and the predicted impacts of *climate change*; and,
  - iv) ensuring adverse environmental impacts will be avoided, or mitigated to the fullest extent possible, prior to establishing the principle of *development*;
- f) Continue to take actions along the Lake Ontario Waterfront that strengthen *biodiversity* and natural connections to the Great Lakes Basin ecosystem and between the Carruthers *Creek*, Duffins *Creek* and Lynde *Creek watersheds*;

- g) update the Ajax Waterfront Management Plan every 5 years to ensure its goals and actions are appropriate; comply with changing environmental conditions, standards, and best practices, and meet the needs of the community while enhancing its environmental features and functions as a key component of the Greenlands System;
- h) Implement educational programs that will inform the community how to protect and enhance the Lake Ontario Waterfront;
- i) Protect the Lake Ontario Waterfront as natural, clean, green, attractive, diverse, open, accessible and connected. It is designated Environmental Protection and Open Space. Facilities and activities on the Lake Ontario Waterfront will reflect the Waterfront Management Plan, and in conformity with the principles and goals of this Official Plan:
  - i) Natural - an environment-first approach shall be taken to all Waterfront *development* and activities, including respect for the local natural ecosystem and an emphasis on native species;
  - ii) Green - Waterfront landscapes shall form a green corridor, including protected natural areas, meadows, trees/shrubs, gardens and mown areas for *recreation*;
  - iii) Clean – the Waterfront shall be litter-free and well maintained. Waste reduction and recycling shall be required. Air and water quality shall be improved and protected to minimize any potential risks to human health or wildlife;
  - iv) Attractive – the Waterfront shall make a positive contribution to the image of the Town of Ajax and the quality of life for its residents through excellence in the design and management of facilities and landscapes;
  - v) Diverse – the Waterfront shall be a place of diversity, including diverse flora and fauna, different landscape characters and a range of human activities;
  - vi) Open – the Waterfront shall include wide, open space presenting significant views and vistas of Lake Ontario, Waterfront parklands and natural areas;
  - vii) Accessible – the Waterfront shall welcome everyone, including those with *special needs*. There shall be many opportunities for access from Ajax neighbourhoods and business areas, not only by car but also by pedestrian/bicycle routes and public transit; and,
  - viii) Connected – the Waterfront shall be connected to other natural/wildlife corridors and to recreational trails, such as the Lake Ontario Waterfront Trail, the Trans Canada Trail and Ajax Bicycle Trail system. The Waterfront shall also provide connections to natural/cultural heritage features through signage, public art and educational programs.
- j) Promote public awareness of the predicted impacts of *climate change* through better understanding the factors that contribute to *climate change*, such as lifestyles and everyday decisions;
- k) Encourage residents to adopt healthier lifestyles that reduce the release of airborne and waterborne contaminants that may be deposited and accumulate in water resources through educational programs in partnership with others;
- l) Continue strategic land acquisition and stewardship activities along the Lake Ontario shoreline and within the Greenlands System within the financial capabilities of the Town; and,

- m) Protect the community and *development* from the risks posed by water-associated phenomena other than *flooding hazards* and *wave uprush*, which act on shorelines, including but not limited to *other water-related hazards*.

### 2.1.11 Watershed Planning

Ajax is situated in the Carruthers Creek, Duffins Creek and Lynde Creek watersheds. Within each watershed, the characteristics of the land and water resources continue to alter in response to the *cumulative impacts* of: changing weather and climatic conditions; urbanization; *infrastructure*; and, past and present human activities. Effective, achievable actions set out in *Watershed Plans*, prepared in partnership with Conservation Authorities, will be taken to avoid and/or mitigate adverse environmental impacts, such as increased flooding and erosion, and protect and enhance *watershed* resources and connections.

#### 2.1.11.1 Goals

The Town supports natural resource evaluation and management at the *watershed* and subwatershed scale in order to better understand how land use planning and *infrastructure* affect *watershed* and subwatershed conditions and Lake Ontario. The Town shall:

- a) Support periodic updates to *Watershed Plans* for the Duffins, Carruthers and Lynde Creeks incorporating new information on natural resources based on ongoing analyses of monitoring data, and promoting the best available approaches and technologies to support their protection and enhancement; and,
- b) Protect the quality, quantity and function of *sensitive* groundwater recharge and discharge areas, aquifers, and headwaters of creeks through *Watershed Plans* and the policies and/or schedules of this Official Plan, in conjunction with senior governments and Conservation Authorities.

#### 2.1.11.2 Policies

The Town shall support ecosystem-based *Watershed Plans* that:

- a) Provide recommendations based on the most current scientific and technical information available;
- b) Have been updated in order to inform the 5-year review of the Official Plan, as a task shared by the Town, the Conservation Authorities, the Region, other environmental agencies and the public, to define a complete Greenlands System;
- c) Reflect the applicable recommendations from Drinking Water Source Protection Plans;
- d) Recommend actions regarding the protection and enhancement of species and their habitats, in accordance with the applicable Federal and Provincial statutes, such as the Migratory Birds Convention Act and the Endangered Species Act;
- e) Provide for the protection and enhancement of *fish* and *wildlife habitat* and *biodiversity*, such as set out in Fisheries Management Plans prepared by Conservation Authorities and the Province's Biodiversity Strategy;
- f) Permanently protect the significant natural heritage features within the Duffins Creek, Carruthers Creek, and Lynde Creek watersheds, designated as Environmental Protection, from *development* to the fullest extent possible. Facilities and activities within the Duffins Creek, Carruthers Creek and Lynde Creek watersheds will reflect a community vision for these areas of Provincial, Regional and local significance - a vision defined through Council-endorsed *Watershed Plans* that provide direction on the following:

- i) a summary of the *watershed's* condition which identifies the issues to be addressed and the opportunities that exist;
  - ii) a vision for the future, a management philosophy, and a framework of management strategies including *watershed* management goals, objectives and required actions;
  - iii) strategies for protecting, regenerating and enhancing existing natural areas, diversifying flora and fauna in non-natural areas and encouraging strong linkages;
  - iv) a conceptual master plan that delineates public land-uses, provides direction for re-vegetation programs, environmental education programs and community stewardship; and,
  - v) linkages with the Lake Ontario Waterfront trail, the Trans Canada trail and other Ajax trail systems.
- g) The Ten Integral Management Actions in the 'Watershed Plan for the Duffins and Carruthers Creek' are as follows:
- i) Protect existing meadows, *wetlands* and forests identified in the enhanced terrestrial *natural heritage system*, and secure lands to be restored;
  - ii) Actively restore areas within the enhanced *natural heritage system*, which contribute multiple *watershed* benefits, and allow passive restoration to occur in the remaining areas;
  - iii) Provide stormwater quantity and quality controls for new and existing *development*, including transportation corridors;
  - iv) Manage land uses and water withdrawals to maintain or enhance infiltration patterns, groundwater pathways, and resultant baseflows;
  - v) Eliminate point sources of pollution and manage non-point sources of pollution, in particular, stormwater runoff and infiltration from urban land uses, transportation corridors, and rural contributions;
  - vi) Enforce stringent erosion and sediment controls for construction and *infrastructure* maintenance activities;
  - vii) Protect and restore natural *creeks* and *creek* processes by managing runoff and sediment loss at source, protecting valley and stream corridors, and naturalizing altered streams;
  - viii) Remove and/or mitigate human-built barriers to *fish* passage and sediment transport, including on-line ponds, where recommended by a Fisheries Management Plan;
  - ix) Maintain self-sustaining, resident/migratory *fish* and wildlife populations as barometers of a healthy natural system; and,
  - x) Identify and raise awareness of past and present human influences on the *watershed* and the strong link between human heritage, *watershed recreation*, and human and environmental health; and,
- h) Are based on water budgets balancing supply with demand, and discourage large volume water takings from *surface water features* for industrial purposes, such as bottled water.

### 2.1.12 Petroleum Resources

*Development* on, abutting or adjacent to lands affected by former *petroleum resource operations* or wells may be permitted only if rehabilitation measures to address and mitigate known or suspected hazards are underway or have been completed. Buildings may not be constructed within 75 metres of an active or unplugged well. Rehabilitation must be conducted according to the Oil, Gas and Salt Resources Act and its regulations and standards, and all activities in or on petroleum wells shall be conducted in accordance with a well license from the Ministry of Natural Resources.

### 2.1.13 Flood Risk Reassessment

Conservation Authorities periodically update the methodology and mapping used to evaluate and identify flood risk areas. Accordingly, the Town shall, upon receipt of revised floodplain mapping, conduct the necessary studies to determine the appropriate approach to mitigating flood risk. Study findings may indicate the need to undertake area-specific remediation works and possible changes in land use designations.

### 2.1.14 Health Impact Assessment

This Plan recognizes that there is a relationship between land use, *infrastructure* and public health that affects the vitality and *resilience* of the community. Elements such as built form, urban design, road and trail networks, open spaces, the *public realm*, the *natural heritage system* and *infrastructure* shape citizens' physical and psychological well-being.

- a) To support a health-promoting, age-friendly community, the Town may require a Health Impact Assessment in support of *development* applications, which shall address the following:
  - i) how physical activity and pedestrian mobility is addressed in project designs that are safe and convenient for persons using all modes of travel regardless of age or ability;
  - ii) how the potential health impacts or risks of proposals are mitigated and potential benefits are maximized; and,
  - iii) how access to the *natural heritage system*, clean air and clean water is maximized;
- b) The Town shall ensure that a wide range of age-in-place housing facilities is provided;
- c) To support healthy communities initiatives of upper tier jurisdictions and others, the Town shall:
  - i) Encourage the Province and the Region to provide community-based total health facilities and programs that support both seniors aging in place and their caregivers;
  - ii) Encourage the Region to adopt healthy community Official Plan policies and to develop a Public Health Impact assessment tool jointly with area municipalities that will ensure health-promoting *development*;
  - iii) Promote awareness of health impacts related to planning through public and private partnerships; and,
  - iv) Evaluate the feasibility of providing subsidized on-demand taxi/transit service;
- d) Identify *climate change* impacts which may more adversely affect public health in the community, including older residents, and put in place safeguards where feasible and appropriate;

- e) The Town shall encourage the Federal government to accelerate the timelines for virtual elimination of persistent bioaccumulative toxics under the *Canadian Environmental Protection Act*;
- f) The Town shall encourage and support Federal and Provincial government actions to:
  - i) develop targeted support for municipal *infrastructure* to enable the necessary upgrades to more effectively remove toxic chemicals and emerging chemicals of concern prior to the release of emissions into air and water resources;
  - ii) through the Great Lakes Water Quality Agreement and the Canada-Ontario Agreement Respecting the Great Lakes Ecosystem, effectively remediate contaminated water and sediments in Lake Ontario and contributing *watersheds* to assist in restoring and enhancing the Town's source of drinking water and restore "swimmability" along the Ajax waterfront;
  - iii) support research into the linkages between human health and bacterial contaminants, excessive algal growth and toxic chemicals and sediments in Lake Ontario, as well as toxic and harmful substances in the regional airshed; and,
  - iv) support and expedite research and development of technologies and commercialization of more effective monitoring and treatment to improve the ability of wastewater treatment facilities to remove toxic and harmful chemicals from waterborne and airborne emissions.

## 2.2 GREENLANDS SYSTEM

The Town's Greenlands System illustrated on Schedules 'A-1' and 'B' is a key structural element of this Official Plan. The Greenlands System is characterized by an interconnected *natural heritage system*, productive soils (i.e.; predominantly Canada Land Inventory Classes 1, 2, and 3 soils), *agricultural uses* and activities, rural land uses, and open space. The System is dynamic and evolving in response to *climate change*, urbanization, and human activities.

Climate moderation, water supply and filtration, flooding and erosion protection, greenhouse gases reduction, nutrient cycles, and habitat for plants, birds, and animals are just some of the benefits the Greenlands System provides to support a healthy local ecosystem.

Extending along and inland from the Lake Ontario Waterfront, through portions of the Carruthers *Creek*, Duffins *Creek*, and Lynde *Creek watersheds*, the Greenlands System connects with and includes portions of the Provincial Greenbelt. Lands within the Greenlands System are designated Environmental Protection, Open Space or Rural Area.

The schedules of this Plan do not identify all of the *natural heritage features and areas*, such as *wildlife habitat*, that the Town intends to protect and enhance. Some of these *natural heritage features and areas* will be determined by Conservation Authorities, the Ministry of Natural Resources, local studies, and through the review of *development* applications.

### 2.2.1 Goals

To protect and enhance the local environment, the Town shall:

- a) Protect and strengthen the Greenlands System that weaves through Ajax's *watersheds* to connect with the broader Great Lakes Basin ecosystem;

- b) Proactively protect the Greenlands System in a manner that avoids *adverse effects* and/or *negative impacts* from *development* and *site alteration* to the fullest extent possible; and,
- c) Enhance the Greenlands System and its *connectivity* by making decisions and taking actions that shall protect the *natural heritage system*, and support *biodiversity*.

### 2.2.2 Policies

With respect to the Greenlands System, the Town shall:

- a) Make decisions and take actions that will protect the Greenlands System, as a key structural element of this Plan, from the *adverse effects* of *climate change*, population growth and *infrastructure* to the fullest extent possible;
- b) Establish additional natural cover and *vegetation protection zones* that support its *ecological value* and biological diversity through the land use planning process, and deliver naturalization and stewardship initiatives in conjunction with Conservation Authorities, landowners, and/or community groups;
- c) Develop and implement a proactive Greenlands System Securement Strategy that will secure, over time, lands included in the Greenlands System, whenever feasible and appropriate;
- d) Conduct Environmental Assessment processes for municipal *infrastructure* to identify and avoid or, if not avoidable, mitigate potentially *adverse effects* and/or *negative impacts* on the Greenlands System and the Town as a whole;
- e) Protect the Lake Ontario Waterfront and its adjacent lands from development, other than municipal buildings, structures and facilities, such that it remains natural, clean, green, attractive, diverse, open, accessible, and connected to the Great Lakes;
- f) Take actions that contribute to improve nearshore water quality along the Lake Ontario Waterfront to achieve recreational swimming throughout summer seasons;
- g) Encourage senior governments to invest in concerted, financially-supported actions that will effectively enhance and protect the water quality of Lake Ontario;
- h) Establish, over time, an interpretive and recreational trail system within the Greenlands System to connect and support its environmental and recreational features;
- i) Provide accessible public parks and open space that serve the needs of the community, yet support the Greenlands System and, in some cases, provide community gardens and naturalized areas;
- j) Promote *connectivity* between the Environmental Protection and Open Space designations through environmental design, naturalization and community programs; and,
- k) Update the environmental provisions of this Official Plan during *Municipal Comprehensive Reviews*, and as additional scientific and technical information becomes available, to strengthen and protect the Greenlands System.

### 2.2.3 Greenbelt

The Provincial Greenbelt Plan established a broad area of land in Southern Ontario to permanently protect the agricultural land base and *ecological features* and *functions* from urbanization.

In Ajax, the Greenbelt Boundary encompasses all lands situated beyond the Town's Urban Area Boundary, as shown on Schedules 'A-1' and 'B'. Lands within the Greenbelt Boundary are designated as follows:

- Environmental Protection – these lands are characterized primarily by Provincially and/or Regionally and/or locally significant *natural heritage features and areas* and *hydrologic features* and *hydrologic functions*, including the Lake Iroquois Shoreline;
- Open Space – these lands are characterized by trails; parks such as the Greenwood Conservation Area including the Greenwood Discovery Pavilion and the Audley Recreation Centre (formerly the Sportsplex); and, a major hydro-electric transmission corridor; or,
- Rural Area – these lands are characterized by high quality soil for growing crops, such as fruit, vegetables, and field crops; and other *agricultural uses* such as livestock raising and *agri-businesses*; rural uses; and, recreational uses.

Schedule 'B' (Environment) delineates the Greenbelt *Natural Heritage System* within the Greenbelt Boundary. The *Natural Heritage System* contains the highest concentration of *sensitive* and/or significant *key natural heritage features* and *key hydrologic features* within the Greenbelt. Additionally, Schedule 'B' identifies the general locations of the Lake Iroquois Shoreline.

#### **2.2.3.1 Goals**

In support of the Greenbelt, the Town shall:

- a) Promote *agricultural uses, agriculture-related uses* and *secondary uses, normal farm practices*, and an evolving agricultural and rural economy;
- b) Promote a wide range of agricultural land uses, land stewardship, and environmental approaches that will improve the compatibility between land uses in the Rural Area and Environmental Protection designations;
- c) Encourage the voluntary use of agricultural easements to protect productive agricultural land in perpetuity;
- d) Protect and enhance *ecological features, ecological functions, and landform features*, and establish and enhance *vegetation protection zones* as prescribed in the policies of this Plan;
- e) Support the voluntary use of conservation easements by landowners to protect environmentally significant areas in perpetuity;
- f) Support agricultural activities and practices that are consistent with the Nutrient Management Act, the Pesticides Act, the Greenbelt Plan, and the Durham Regional Official Plan; and,
- g) Allow signage that complies with the policies of this Plan, and as set out in a Sign By-law.

#### **2.2.3.2 Policies**

These policies apply to all areas within the Greenbelt Boundary. Additional goals and policies for areas within the Greenbelt Boundary designated Rural Area, Environmental Protection, or Open Space are set out in Sections 2.2.4, 2.2.5, and 2.2.6 of this Plan respectively.

To protect and enhance the beneficial attributes of the Greenbelt, the Town shall:

- a) Recognize that the dominant uses of land within the Greenbelt shall be *agricultural uses, agriculture-related uses*, conservation and resource management;

- b) Require an Environmental Impact Study when *development* or *site alteration*, as permitted by the policies of this Plan and the Greenbelt Plan, is proposed within any *key natural heritage feature* or *key hydrologic feature*, or within 120 metres of the Environmental Protection designation. The Environmental Impact Study shall determine the need to provide more than a minimum 30 metre *vegetation protection zone*;
- c) Require *vegetation protection zones* to be in, or brought into, a condition of *natural self-sustaining vegetation*;
- d) Prohibit *development* or *site alteration* within *key natural heritage features* and/or *key hydrologic features*, and their associated *vegetation protection zones*, with the exception of:
  - i) conservation and resource management;
  - ii) forest, *fish* and wildlife management;
  - iii) conservation and flood erosion control projects demonstrated to be necessary and in the public interest after all alternatives have been considered;
  - iv) *infrastructure*, subject to the policies of the Greenbelt Plan and this Plan;
  - v) archaeological conservation activities including archaeological field work by licensed archaeologists and the protection of significant *archaeological resources*;
  - vi) passive recreational uses, such as trails, nature viewing, footbridges and picnic facilities, however, the *negative impacts* on these features shall be minimized;
  - vii) expansions and alterations to existing agricultural buildings and structures, if it is demonstrated through an Environmental Impact Study that:
    - there is no alternative, and the expansion or alteration is directed away from the feature to the maximum extent possible; and,
    - the impact of the expansion or alteration on the feature and its function is minimized to the maximum extent possible;
  - viii) expansions and alterations to non-*agricultural uses* that were lawfully in existence as of December 15, 2004 (being the day prior to the Greenbelt Plan coming into effect) may be considered within the *vegetation protection zones* of *key natural heritage features* and/or *key hydrologic features*, but not within *key natural heritage features* and/or *key hydrologic features* themselves, if it is demonstrated through an Environmental Impact Study, that:
    - there is no alternative, and the expansion or alteration is directed away from the feature and the associated *vegetation protection zone* to the maximum extent possible;
    - the impact of the expansion or alteration on the feature, associated *vegetation protection zone*, and their functions is minimized to the maximum extent possible;
    - municipal services are not required; and,
    - the proposed expansion or alteration is limited in scale and kept within close proximity to the existing use;
- e) Permit single detached dwellings on existing lots of record, provided the Zoning By-law applying to such lands would have permitted the construction of such a dwelling

on December 16, 2004 (being the day on which the Greenbelt Plan came into effect). The proponent shall demonstrate through an Environmental Impact Study, that:

- i) the single detached dwelling will be directed away from any *key natural heritage feature or key hydrologic feature or function* and associated *vegetation protection zone* to the maximum extent possible; and,
  - ii) impacts on any features and their functions will be minimized to the maximum extent possible;
- f) Notwithstanding Section 2.2.3.2 c), exempt *agricultural uses* from establishing a condition of *natural self-sustaining vegetation* within a *vegetation protection zone* if the land within the *vegetation protection zone* is and will continue to be used for agricultural crops, subject to the proponent demonstrating that best management practices, consistent with applicable legislation and regulations, will be used to protect adjacent *key natural heritage features* and/or *key hydrologic features* and their associated functions;
- g) Require that a proponent of *development or site alteration*, with the exception of new buildings or structures for *agricultural uses, agricultural-related uses* and *agricultural-related secondary uses*, on lands within the Greenbelt *Natural Heritage System* demonstrate that:
- i) there will be no *negative impacts* on *key natural heritage features* or *key hydrologic features* or their functions;
  - ii) *connectivity* between *key natural heritage features* and *key hydrologic features* within 240 metres of each other is maintained, or where possible, enhanced for the movement of native plants and animals across the landscape;
  - iii) other natural features not identified as *key natural heritage features* and *key hydrologic features* are incorporated into the planning and design of the proposed use wherever possible;
  - iv) with the further exception of recreational uses and non-renewable resources, the disturbed area does not exceed 25% and *impervious surface* does not exceed 10% of a site's *total developable area*;
  - v) with respect to golf courses, the disturbed area shall not exceed 40% of the site; and,
  - vi) additionally, for all non-*agricultural uses*, that:
    - at least 30% of the *total developable area* of the site will remain or be returned to *natural self-sustaining vegetation*; and,
    - buildings or structures do not occupy more than 25% of the *total developable area* and are planned to optimize the compatibility of the project with the natural surroundings;
- h) Require *development* of non-*agricultural uses* to:
- i) demonstrate the use is appropriate for location in the Greenbelt;
  - ii) incorporate appropriate separation distances from farm operations in accordance with Provincial *Minimum Distance Separation (MDS) formulae*;
  - iii) not adversely impact the ability of surrounding agricultural operations to carry on *normal farm practices*;

- iv) be located on an existing opened public road and shall not compromise the design and function of the road; and,
- v) be serviced with an individual private waste disposal system and an individual private drilled well which meet Provincial and Regional standards;
- i) Require applications to establish or expand a *major recreational use* to be accompanied by a Conservation Plan demonstrating how water use and nutrient and biocide usage will be kept to a minimum, including the establishment of monitoring targets;
- j) Require applications to establish or expand a *major recreational use* within the Greenbelt's Natural Heritage System to be accompanied by a Vegetation Enhancement Plan that incorporates planning, design, landscaping, and construction measures that:
  - i) maintain, or where possible, enhance the amount of *natural self-sustaining vegetation* on the site and the *connectivity* between adjacent *key natural heritage features* or *key hydrologic features*;
  - ii) wherever possible, keep *intermittent creeks* and drainage swales in a free-to-grow, low maintenance condition;
  - iii) minimize the application and use of pesticides and fertilizers; and,
  - iv) locate new *natural self-sustaining vegetation* in areas that maximize the *ecological value* of the area;
- k) Prohibit residential dwelling units, other than for an employee, in association with recreational uses;
- l) Ensure that no buildings or structures will detract from the prominence of the Lake Iroquois Shoreline, and shall implement this policy through provisions in the implementing Zoning By-law or development permit by-law;
- m) Encourage practices that maintain and enhance the size, diversity, *hydrologic function*, and *connectivity* of the Lake Iroquois Shoreline to *key natural heritage features and areas* and *key hydrologic features* to protect natural habitats; and,
- n) Require that where multiple Greenbelt Plan policies apply, the policies are applied in either a cumulative or integrated manner, such that all of the policies that relate to the matter are addressed, with the more specific or restrictive policy applying where there are conflicts.

## 2.2.4 Rural Area

The Rural Area is part of the Greenbelt, and is comprised of rural and agricultural lands that define the boundaries of the Town and distinguish the rural portion of Ajax from the Urban Area. It shall also serve as an urban separator to maintain the distinction between the Urban Area in Ajax and the urban areas of adjacent municipalities.

### 2.2.4.1 Goals

The Town's goals are to:

- a) Establish a Permanent Countryside, in conformity with the Greenbelt Plan, that will permit the continued functioning of natural systems, maintain the rural pattern of large land holdings and a landscape dominated by *agricultural uses*, open fields and forests, and the Lake Iroquois Shoreline;

- b) Provide a range of land uses within the Rural Area designation in locations and at a scale that is compatible with the rural character of the area and the adjacent urban area;
- c) Ensure that any new *development* does not require the expansion of urban services into the Rural Area;
- d) Ensure the continued function of the Rural Area as Permanent Countryside dominated by *agricultural uses* and wooded areas; and,
- e) Protect the functional viability of existing *agricultural uses* in consideration of adjacent residential *development* and the potential highway link between Highway 401 and Highway 407.

#### **2.2.4.2 Policies**

The Town shall:

- a) Permit uses such as the following on lands within the Rural Area designation:
  - i) existing and new *agricultural uses*, *normal farm practices* and a full range of agricultural, *agriculture-related* and *secondary uses* including commercial greenhouses and seasonal locally grown produce stands, forestry and resource management uses;
  - ii) a range of recreational uses, tourism bed and breakfast establishments, home-based businesses and landscaping-related uses; and,
  - iii) one single detached dwelling on each existing lot of record, provided *development* of the single detached dwelling is consistent with the goals and policies of Section 2.2.3 of this Plan, and provided the lot has sufficient area to accommodate private water and sewer systems.

The scale and character of all permitted uses shall be such that urban sewer and water services shall not be required;
- b) Allow existing non-*agricultural uses* within the Rural Area designation to continue and to expand, subject to the following criteria:
  - i) municipal services, above and beyond what currently exists, are not required;
  - ii) the expansion does not encroach into areas designated Environmental Protection;
  - iii) the expansion is limited in scope and kept in proximity to existing structures on the site; and,
  - iv) all applicable policies in Section 2.2 of this Plan;
- c) Endeavour to make new homeowners aware of the potential of odour, dust and/or noise impacts from adjacent agricultural operations. As such, all new residential *development* within 300 metres of the Rural Area designation boundary shall require, if possible, that an Agricultural Use Impact Warning be registered on title for all new residential lots;
- d) Require agricultural uses, including new and expanding livestock operations, to comply with the Provincial Minimum Distance Separation (MDS) formulae;

- e) Consider golf courses, and cemeteries or other such facilities including natural burial sites, mausoleums, columbariums, crematoriums, or sites designed and intended for the scattering of ashes within the Rural Area designation subject to an amendment to this Plan. Golf courses shall be designed, constructed and operated to a high level of environmental performance consistent with guidelines and practices such as those prepared by the Audubon Society. Specifically, applications to amend this Plan to permit a new golf course, or a golf course expansion, within the Rural Area designation shall be supported by the following information:
- i) the proposal complies with the Provincial Minimum Distance Separation criteria, and does not adversely affect the ability of surrounding agricultural operations to continue;
  - ii) the principle of *development* and project design strictly adheres to the policies and study requirements within Section 2.2 of this Plan;
  - iii) the potential for impact on groundwater resources is minimized, and the quantity of ground and surface water to be used for irrigation is in keeping with the requirements of the Ministry of Environment, and the Conservation Authority;
  - iv) the proposal is serviced with an appropriate sewage disposal system and private drilled well, which complies with the requirements of the Ministry of the Environment, and is satisfactory to the Region and the Town;
  - v) a traffic impact analysis, to the satisfaction of the Region and the Town; and,
  - vi) an Environmental Impact Study, to the satisfaction of the Town, the Conservation Authority, and the Region;
- f) Require applications to amend this Plan to permit new or expanding cemeteries, or other such facilities including natural burial sites, mausoleums, columbariums, crematoriums, or sites designed and intended for the scattering of ashes to be accompanied by the following studies to the satisfaction of the Town and, where appropriate, the Conservation Authority:
- i) Environmental Impact Study;
  - ii) comprehensive *development* plan;
  - iii) traffic impact analysis;
  - iv) servicing strategy; and,
  - v) a review of the impact of the new *development* on surrounding rural land uses.
  - vi) Notwithstanding Section 2.2.4.2 a) of this Plan, a cemetery shall be permitted on the lands identified as Part Lot 10, Concession 4, described as Parts 7 and 8, Plan 40R-6127, Town of Ajax (the boundaries of these lands are conceptually illustrated on Schedule 'G' to this Plan).

The cemetery use shall consist of an administrative building, formal gardens, parking area, monument display area, in-ground burial grounds and scattered columbaria, but shall not include a crematorium or chapel facilities. Additionally, an area designated for environmental protection has been identified and shall be specifically defined within the implementing Zoning By-law;

- vii) Notwithstanding Section 2.2.4.2 a) of this Plan, a cemetery shall be permitted on the lands identified as Part of Lot 1, Range 3 Broken Front Concession, Town of Ajax (the boundaries of these lands are conceptually illustrated on Schedule 'G' to the Plan).

The cemetery use shall consist of an administrative building, formal gardens, a parking area, niche buildings, in-ground burial grounds, cremated burial grounds and cremated burial structures, a road, and a nature trail.

- g) Require that the establishment of any new uses permitted by the Official Plan be consistent with the character of the Rural Area. New or expanded buildings on private servicing systems and private water supply are subject to the review and approval of the Durham Region Health Department;
- h) Prohibit the creation of new lots, with the exception of:
  - i) facilitating conveyance to public bodies for natural heritage conservation and preservation purposes, provided that the severed parcel is zoned to permit only natural heritage conservation uses; and,
  - ii) acquiring land for infrastructure purposes.
  - iii) An 8.8 hectare lot located south of Bayly Street East, on the west side of Lake Ridge Road South, for the purposes of a cemetery as permitted within Section 2.2.4.2 f) vii) of this Plan.
- i) The Town shall, in combination with a *Municipal Comprehensive Review* and the required review of the Province's Greenbelt Plan, and in consideration of a potential highway link between Highway 407 and Highway 401, review the future use of all the lands in the rural designation located east of Audley Road and south of Taunton Road.

## **2.2.5 Environmental Protection<sup>3</sup>**

The Environmental Protection designation weaves through the Urban Area and Greenbelt, connecting the *ecological features* and *ecological functions* of the *natural heritage system* that are vital to the health of this community. These land and water resources are predominantly characterized by: the Lake Ontario Waterfront; the Duffins, Carruthers and Lynde Creeks; the Lake Iroquois Shoreline; and, other *natural heritage features and areas*, and *hydrologic features*.

### **2.2.5.1 Goals**

The Environmental Protection designation is the essential core of the Greenlands System. Accordingly, the Town shall:

- a) Protect, enhance, and restore *natural heritage features and areas*, *hydrologic features*, and *potential natural cover* from the *adverse effects* and/or *negative impacts of development* and *site alteration*;
- b) Protect human life and health, and reduce the potential for property damage due to *hazardous lands* (e.g.; flooding, erosion and slope instability); and,
- c) Protect, enhance, and restore *surface water features* and *groundwater features*.

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<sup>3</sup> Appeal No. A38-1 – Section 2.2.5 in its entirety has been appealed, but only as it relates to 727 Shoal Point Road. Refer to table of 'Outstanding Appeals' preceding the Table of Contents.

### 2.2.5.2 Policies

The following policies apply Town-wide to land designated Environmental Protection. Land designated Environmental Protection within the Greenbelt is also subject to the Goals and Policies of Section 2.2.3. Accordingly, the Town shall:

- a) Protect, enhance and restore all areas within the Environmental Protection designation, which are comprised of the following:
  - i) *natural heritage features and areas and their vegetation protection zones*, including:
    - *significant habitat of endangered, threatened and special concern species;*
    - *fish and wildlife habitat;*
    - *wetlands;*
    - *areas of natural and scientific interest (ANSI);*
    - *creek valleys and corridors, including hazardous lands;*
    - *woodlands;*
    - *sand barrens, savannahs, tallgrass prairies, and alvars;* and,
    - *key natural heritage features in the Greenbelt;*
  - ii) *hydrologic features and their vegetation protection zones*, including:
    - permanent and *intermittent creeks;*
    - Lake Ontario and its littoral zone;
    - *seepage areas and springs;*
    - *groundwater features*, including aquifers and recharge areas;
    - *wetlands;* and,
    - *key hydrologic features in the Greenbelt;*
  - iii) *areas of potential natural cover;*
  - iv) the Lake Ontario waterfront, *hazardous lands*, and *other water-related hazards;* and,
  - v) the Lake Iroquois Shoreline;
- b) Limit permitted uses within the Environmental Protection designation including *vegetation protection zones* to:
  - i) Buildings and structures that are accessory to a public use and considered necessary for flood and erosion control and/or conservation purposes, subject to demonstration, to the Town's satisfaction, that:
    - *adverse effects and/or negative impacts on the natural heritage system are avoided or, if not avoidable, reduced to the fullest extent possible;* and,
    - the flood and/or erosion control projects are necessary, in the public interest, and all alternatives have been considered;

- ii) conservation, forest management, wildlife and fisheries management, and restoration and/or enhancement of *wildlife habitat, natural heritage features and areas, and hydrologic features*;
- iii) passive recreational uses, such as trails, beaches, nature viewing, conservation areas, footbridges and picnic facilities;
- iv) archaeological conservation activities, including archaeological field work by licensed archaeologists, and the protection of significant *archaeological resources*;
- v) with the exception of stormwater ponds, *infrastructure*, subject to the requirements of the Environmental Assessment Act, in those instances where:
  - the need for the project has been demonstrated;
  - there is no reasonable alternative; and,
  - it has been demonstrated that *adverse effects and/or negative impacts* on the *natural heritage system* will be minimized;
- c) Notwithstanding subsections a) and b), allow existing *agricultural uses* to continue;
- d) Promote *biodiversity* within and between areas designated Environmental Protection to enhance a connected *natural heritage system*;
- e) Protect human life and reduce the potential for property damage by controlling *development* in the vicinity of *hazardous lands*, in consultation with the respective Conservation Authority;
- f) Encourage senior governments, the Conservation Authorities, and agencies to review existing standards for various hazards to reflect the impacts of *climate change* in Ajax;
- g) Require the identification of *vegetation protection zones* on lands adjacent to the Environmental Protection designation to maintain the function of *natural heritage features and areas, and hydrologic features*. These *vegetation protection zones* shall be designated Environmental Protection and are intended to be secured in public ownership;
- h) Prohibit *vegetation protection zones* from forming part of a lot to be used for *development*. *Vegetation protection zones* shall be placed within an Environmental Protection zone as part of an implementing Zoning By-law;
- i) Require all *vegetation protection zones* to remain, or be brought into, a condition of *natural self-sustaining vegetation*;
- j) Require an Environmental Impact Study for *development* or *site alteration* proposed within 120 metres of the Environmental Protection designation, or which may have major *adverse effects* and/or *negative impacts* on the *natural heritage system*, as determined by the Town, in consultation with the Conservation Authority and/or the Ministry of Natural Resources;
- k) Where an area designated Environmental Protection is under private ownership, it is not intended that this land will necessarily remain in private ownership indefinitely, nor shall it be construed as implying that such areas are free and open to the general public;
- l) Lands designated Environmental Protection, including associated *vegetation protection zones*, may be secured by a Conservation Authority or the Town during the *development* approval process;

- m) For land within the Urban Area Boundary, determine the location and width of *vegetation protection zones* to provide adequate protection for *natural heritage features and areas* and *hydrologic features*, in consultation with the Conservation Authority and any appropriate public environmental agencies, based on the recommendations of an Environmental Impact Study. The Environmental Impact Study shall identify the prescribed minimum *vegetation protection zones* as identified in Policy 2.2.5.2 n) and determine the need for *vegetation protection zones* that exceed those minimums; and,
- n) For land within the Urban Area Boundary, consider, in consultation with the Conservation Authority and other appropriate environmental agencies, whether small, in-fill type situations under approximately 2 hectares in area will require an Environmental Impact Study. Should the submission of an Environmental Impact Study not be required, *vegetation protection zones* will be determined by the Town, in consultation with the Conservation Authority and appropriate agencies, as one or more of the following provisions, whichever is greater:
  - i) 10 metres from the dripline of a woodlot;
  - ii) 10 metres from the *stable top of bank*, or the projected *stable top of bank*;
  - iii) 10 metres from the regulatory floodline; and,
  - iv) 30 metres from the edge of a *creek* and the edge of a *wetland*.

## 2.2.6 Open Space and Parks

The Town places a high value on its Open Space and Parks, and their important roles in promoting healthy lifestyles. Some Open Space and Parks, by virtue of location, design, or retrofit, may also provide *wildlife habitat*.

### 2.2.6.1 Goals

The Town shall establish Open Space and Parks with amenities that encourage physical activity, wellness and informal use opportunities for a wide range of users.

The Open Space designation encompasses: portions of the Lake Ontario Waterfront and shoreline including the Rotary Park Pavilion, Veterans' Point Gardens, and the Carruthers Marsh Pavilion; Greenwood Conservation Area including the Greenwood Discovery Pavilion; parks; and, the hydro corridor. Open Space is characterized by natural features and active and/or passive recreational opportunities. Accordingly, the Town shall:

- a) Foster a strong sense of identity and community by:
  - i) Designing public facilities as “public spaces” that help define a sense of community;
  - ii) Encouraging civic beautification initiatives among corporate citizens; and,
  - iii) Promoting the preservation of natural, archaeological, or cultural resources to showcase Ajax’s rich heritage;
- b) Facilitate healthy lifestyles by providing a diverse range of physical and social opportunities that enhance quality of life in the community;
- c) Offer programs and facilities that are accessible, inclusive and meet the evolving needs of the community, including:
  - i) Designing facilities and programs to minimize physical, economic, and social barriers; and,

- ii) Providing services at locations readily accessed by multiple transportation options;
- d) Respect the environment and natural heritage through the promotion of conservation by:
  - i) Preserving and creating a healthier Ajax;
  - ii) Pursuing an ecosystem-based approach to the planning, *development* and operation of facilities by integrating environmental features into Parks, and ensuring that Parks and Open Spaces protect and enhance *natural heritage features and areas*, and *hydrologic functions*; and,
  - iii) Educating the community about the significance of natural heritage resources and the importance of environmental management;
- e) Enhance the comprehensive trail system which offers active transportation opportunities, educational interpretative features, and internal and external *connectivity* by:
  - i) Developing an accessible, appealing network of trails for a wide range of users that offers a range of visual, social, recreational, interpretive and physical experiences;
  - ii) Developing an interconnected trail and pathway system that connects people to places within and adjacent to the Town; and,
  - iii) Encouraging the integration of cycling onto the municipal road system through facility *development* and public education;
- f) Support and improve its Open Spaces and Parks by:
  - i) Providing facilities that are integrated, sustainable, accessible and inclusive;
  - ii) Implementing the Recreation, Parks and Cultural Master Plan to guide the evolution of municipal facilities and services;
  - iii) Providing multi-purpose, multi-generational facilities; and,
  - iv) Supporting partnerships between the Town, the Boards of Education, and community agencies.

#### **2.2.6.2 Policies**

In the *development* of its Open Space and Parks system, the Town shall:

- a) Develop an integrated system of active parkland (Parkettes, Neighbourhood Parks, Community Parks, and Town-wide Parks) and passive parkland (Open Space,) at a standard of 3.18 hectares per 1,000 people to enhance the quality of life of the Town's residents;
- b) Provide continuous walkways to the greatest extent possible, for pedestrians and cyclists, and a system of multi-purpose trails designed to maintain and support the ecological integrity of the area and the Greenlands System. These pedestrian and bicycle systems shall be designed to link residential neighbourhoods to parks, schools, employment areas, recreation and shopping facilities, and transit stops. The Town shall, in conjunction with the Conservation Authority, ensure the trails network is connected to an enhanced trail network within the Greenwood Conservation Area;

- c) On lands designated Open Space or identified symbolically on Schedule 'B' as a Neighbourhood Park, Community Park, or Town-wide Park, ensure the predominant use shall be for conservation and/or for recreational purposes. Permit community facilities, infrastructure, and utilities in the Open Space designation or within a Neighbourhood Park, Community Park and Town-wide Park, provided the ecological integrity of the area and Greenlands System is protected and enhanced, and provided the type and scale are compatible with the Open Space land and park and its surroundings, in accordance with the policies of this Plan;
 

Permit limited retail uses that are not the dominant feature within a park, such as concession stands, in conjunction with the above uses, provided the general intent of these Open Space and Parks policies is maintained. In the implementing Zoning By-law, the Town shall ensure that any permitted retail uses are directly related to the use of the park and are small in scale. Auto-oriented retail uses, including gas stations, or any retail use with a drive-through facility, shall be specifically prohibited within the Open Space designation or in Parks;
- d) Permit buildings and structures accessory to the permitted uses to be located in the Open Space designation and in Parks;
- e) Identify the location of future Parks on Schedule 'B'. The location, size, and configuration of these facilities are conceptual, and may be altered through the review of development applications, subject to the policies of this Plan. The Town may require Parkettes as a condition of development through the review and approval of development applications, without amendment to this Plan;
- f) Secure lands designated Open Space and Parks using securement options identified in Section 7.1.3 of this Plan;
- g) Accept, as part of the parkland dedication under the Planning Act, all Parkettes, Neighbourhood Parks, Community Parks and Town-wide Parks that conform with the policies and standards in Appendix 'B' of the Official Plan to the satisfaction of the Town;
- h) Promote significant urban intensification in specific areas. In recognition of the direct relationship between the density of development and the need for parkland, the Town may utilize, for medium and high density residential development, a standard of one hectare of parkland per 300 dwelling units to determine parkland dedication. Further, the Town may accept cash-in-lieu of parkland and utilize the funds to enhance the supply of public parkland or parkland facilities anywhere within the Town;
- i) Ensure through development approvals that parks, recreational equipment and Community Facilities will not have a negative impact on the enjoyment and privacy of neighbouring residential properties, and that adequate access and parking facilities are available on the park property;
- j) Not accept the portion of a park designed for stormwater detention (stormwater management facilities) as part of the parkland dedication under the Planning Act;
- k) Ensure every park has ample frontage on one or more public roads, commensurate with its size and location, and design subdivisions to ensure all parks are easily accessible from the residential areas served and visible from streets;
- l) Ensure that a Community or Neighbourhood Park is located adjacent to a school in co-operation with the School Board wherever possible;
- m) Require development applications which include Open Space, a Parkette, a Neighbourhood Park, a Community Park or a component of the trails network to file a park/trails concept plan with the Town prior to granting subdivision approval. Such

concept plans shall be prepared by the developer's landscape architect, in consultation with the Town, and shall include preliminary cost estimates, design details regarding grading and drainage, landscape plantings, and the location of any buildings, structures and facilities for all such open space, trails and park blocks within the area of the application;

- n) Ensure that the development of all the open space features (parks and trails) in proximity to new residential dwelling units is substantially complete, to the satisfaction of the Town, in accordance with site-specific conditions of Draft Plan Approval, and/or a Subdivision Agreement, and/or a Development Agreement, which shall specifically require the developer to notify prospective purchasers, through agreements of purchase and sale, of the location of any park and/or trail to be constructed within or adjacent to the subdivision;
- o) Establish standards for Parkettes, Neighbourhood Parks, Community Parks and Town-wide Parks outside of the Downtown Regional Centre in Appendix 'B'. For Open Space Areas and park features within the Downtown Regional Centre, the Town's standards are contained throughout Section 3.2.3 and, more specifically, in Section 3.2.3.9;
- p) Develop the Town-wide park at the southeast corner of Taunton Road and Audley Road, known as the Audley Recreation Centre (formerly the Sportsplex) based on full municipal services and include such components as indoor and outdoor recreational facilities and associated ancillary uses, community facilities, and small-scale retail uses, such as a concession stand;
- q) Develop trails that shall provide both recreational and functional purposes to allow people to walk and cycle, as well as people with mobility limitations, to reach their particular destination in a convenient and direct manner. Trails located on Regional road allowances shall be subject to the approval of the Region; and,
- r) Implement the recommendations of the Greenwood Management Plan and review the Plan every five years to determine the need for the Plan to be updated.

## 2.3 WATER SUPPLY PLANT

The Region of Durham Water Supply Plant, shown on Schedules 'A-1' and 'B', is situated on the shore of Lake Ontario, and is a permitted use within the Environmental Protection and Open Space designations. The Plant draws water from Lake Ontario to treat and distribute to provide a potable drinking water supply to Ajax. To protect and enhance the supply of potable water provided by the Region, the Town shall:

- a) Promote reduced demand for treated municipal water, and reduce the resulting wastewater flows requiring collection and treatment at the Duffin Creek Water Pollution Control Plant;
- b) Promote the most advanced water treatment technologies;
- c) Monitor environmental assessments for modifications and expansions to the Water Supply Plant to protect the Town from effects on surface water and drainage, aesthetics and landscape characteristics;
- d) Promote the highest possible environmental standards for treated water distributed to Ajax;
- e) Promote protection and enhancement of water quality in the Water Supply Plant's intake protection zone and along the Lake Ontario shoreline; and,

- f) Take actions to reduce and curtail the release of contaminants from local sources into Lake Ontario.

## 2.4 FORMER LANDFILL SITE

Any *development* proposals within 500 metres of the fill area of an operating or former landfill, dump or waste disposal site shall be reviewed in accordance with the requirements of the Ministry of the Environment and the Region. One former *landfill site* is shown symbolically on Schedule 'B'. The Town shall:

- a) Encourage the Ministry of the Environment to monitor this former *landfill site* on an ongoing basis; and,
- b) Encourage the Ministry of the Environment to develop, fund, and implement remedial works for this former *landfill site*, when necessary, to protect the community's living environment.

## 2.5 BUILT ENVIRONMENT

The Built Environment shall be planned to respond to the predicted effects of *climate change* by minimizing risks to people, property and the natural environment. Unnecessary reliance on the automobile will be reduced by promoting non-automobile forms of travel, including walking, cycling and transit, and providing mixed use *development* in appropriate locations. Energy and water conservation shall be promoted.

### 2.5.1 Goals

The goals for the Built Environment shall be to:

- a) Provide, first and foremost, a balance between employment and residential opportunities, including mixed use *development* that offers residents a higher quality of life involving less travel time to workplaces, and allowing more time for family and leisure activities;
- b) Promote healthy lifestyles and facilitate energy and water conservation to moderate resource consumption and protect the environment in the long term;
- c) Advance *development* based on a mixture of land uses and urban designs that support and promote the adaptive reuse of buildings and the use of active modes of transportation, such as walking and cycling, by residents and employees;
- d) Promote an interesting, comfortable, accessible and safe environment that meets the needs of the community;
- e) Encourage innovative forms of *development* that achieve the goals of this Plan;
- f) Foster a sense of civic identity and pride through a high standard of urban design and architecture that:
  - i) Sensitive integrates new development with existing and/or planned development, and with adjacent public spaces, streetscapes, and the natural environment;
  - ii) provides a high degree of visual diversity, interest and aesthetic quality;
  - iii) produces a well-defined public realm, including an interconnected Open Space network;
  - iv) promotes the use of transit and provides a pedestrian-oriented and bicycle-oriented development pattern; and,

- v) safely addresses the combined effects of past and predicted climatic factors, including wind, sun exposure, shadowing, precipitation and air temperature;
- g) Adopt and implement Urban Design Guidelines and Architectural Design Guidelines to implement the policies of this Plan;
- h) Promote barrier-free *development* that facilitates universal access for persons with disabilities;
- i) Establish Green Development and Environmental Design Guidelines to promote *development* and *site alteration* in the Built Environment that protects, enhances, is compatible with, and connects to the natural features within the Greenlands System;
- j) Encourage the installation of public art that contributes to the identity and character of the community in locations with maximum visibility to the public;
- k) Provide an appropriate land use interface between employment areas and non-employment uses;
- l) Improve the visual appearance of the Town along Highway 401 and create gateways on Highway 401 at each end of the Town;
- m) Adapt the community to address actual and predicted *climate change* impacts;
- n) Build the Town's *adaptive capacity* by situating and designing *development*, *infrastructure* and *site alteration* to reduce the community's *vulnerability* and increase its *resilience* to *climate change*; and,
- o) Avoid *adverse effects* and *negative impacts* on *natural heritage features and areas* to enhance and restore ecosystem connections.

## 2.5.2 Urban Design

The Town supports *development* based on excellence in urban design that offers direct, positive contributions to pedestrian activity along streets and in public spaces, and enhances the overall functionality and aesthetics of the Built Environment while respecting the natural environment.

### 2.5.2.1 Streetscapes and Landscaping

The Town intends to enhance the *connectivity*, sustainability and aesthetics of streetscapes and landscaping throughout the Built Environment, and strengthen *connectivity* to the Greenlands System by ensuring proper attention to detail is provided in the design and implementation of streetscapes and landscaping. Accordingly, the Town shall:

- a) Require all new public and private sector *development* to incorporate high-quality landscaping, including native or non-native, non-invasive trees and other vegetative plantings, subject to the Town's approval, to enhance the site, the streetscape and the surrounding area; consideration should be given to using drought-tolerant varieties of these species;
- b) Require new *development* to appropriately address arterial roads through the provision of sidewalks, and the use of tree cover, planting areas and/or other appropriate vegetation;
- c) Require all new *development* to provide amenity for the adjacent *public realm* to render these areas attractive, interesting, comfortable and functional for pedestrians by providing:
  - i) co-ordinated landscape improvements in setback areas to create attractive transitions from the private to the public realms;

- ii) co-ordinated furniture, such as pedestrian-scaled lighting, benches, transit shelters, trash containers, bicycle racks and signage;
  - iii) weather protection and shade, such as canopies and/or awnings;
  - iv) landscaped open space that is well-designed and includes permeable surfaces; and, native or non-native non-invasive species of trees and plants, subject to the Town's approval, consideration should also be given to using drought-tolerant varieties of these tree and plant species;
  - v) landscaped edges of surface parking lots along streets, parks, and open spaces designed to maximize infiltration of surface water runoff; and,
  - vi) criteria specified in any applicable Urban Design Guidelines approved in accordance with this Plan;
- d) Require all *development* subject to Site Plan Control to be subject to review and approval of sustainable design elements on any municipal boulevard adjoining the site for *development* or *redevelopment* proposals. Matters relating to sustainable design elements on adjoining municipal boulevards shall be determined by the Town, and such matters shall be incorporated into Site Plan Agreements. Sustainable design elements include but are not limited to:
- i) native or non-native non-invasive trees, shrubs, hedges, plantings or other ground cover, with consideration given to using drought-tolerant varieties of these species, for naturalization or to create bioswales; curb cuts; decorative and/or permeable paving materials; street furniture; pedestrian-scale lighting; sidewalks; decorative fencing; pedestrian access; containing utility services within streetscape features; weather protection such as canopies and awnings; transit shelters; curb ramps; waste and recycling containers; and, bicycle parking facilities. These elements shall be coordinated to create attractive transitions from the private to *public realms*;
  - ii) barrier-free access for persons with disabilities;
  - iii) criteria specified in any applicable Urban Design Guidelines approved in accordance with this Plan; and,
  - iv) landscaping for winter wind protection and snow drift, and summer solar protection;
- e) Encourage underground and structured parking where ever possible;
- f) Require on-site parking to be integrated with the *development* of the site and where necessary, screened by appropriate fencing or landscaping from surrounding roads and properties; and,
- g) Require parking lots to be attractive, well-designed and complement the character of the adjacent area. As such, surface parking lots shall be:
- i) screened by fencing and/or landscaping, where appropriate;
  - ii) located in the rear or interior side yards, except for *development* adjacent to Highway 401;
  - iii) reduced in scale and impact by dividing the parking area through the use of measures such as landscaping, fencing, and walls;
  - iv) designed to have safe pedestrian routes; and,
  - v) designed to accommodate tree islands.

### 2.5.2.2 Built Form and Architectural Design

The Town recognizes the importance of an attractive urban area, and supports the *development* of high quality places and spaces through built form and architectural design that supports pedestrian travel, encourages transit use, and that is sensitive to the surrounding built and natural environments. The placement of buildings and associated landscaping shall define the edges of streets and public spaces. Accordingly, the Town shall:

- a) Require new *development* blocks to:
  - i) align on a grid (or modified grid) pattern to create *development* blocks appropriately sized and configured for the proposed uses, potential future uses, scale of *development*, and intended form of building and open space;
  - ii) promote traffic, pedestrian, and cyclist permeability and interconnectivity to abutting paths, trails, streets, and *development*;
  - iii) provide street-oriented *development*, with active building façades fronting onto streets and public squares;
  - iv) provide streets along the edge of significant natural features, in order to give the features frontage; and,
  - v) orient streets to provide views and access to natural features;
- b) Prohibit the use of noise walls adjacent to public roads unless no other feasible solution exists. Reverse frontage lots are prohibited in all new plans of subdivision. Notwithstanding the foregoing, noise walls for flanking yards are permitted where the condition exists and is warranted;
- c) Undertake a study to develop a Noise Wall Retrofit Policy that would establish, among other matters, eligible locations and parameters for the construction of new noise walls, the replacement of an existing wall, or other appropriate measures or actions;
- d) Require the layout and form of all *development* to be designed so that it is compatible with and enhances the surrounding built and natural environments. As such, relevant built form issues to be considered by the Town in the review of all *development* applications shall include:
  - i) the impact of the proposed *development* on adjacent existing and approved land uses with respect to public safety, privacy, noise, shadow, light, traffic, access and parking;
  - ii) the compatibility of the proposed *development* with adjacent existing *development* in terms of height, density, scale, massing and character;
  - iii) the consideration of the orderly and appropriate transition in scale to adjacent existing and/or planned buildings;
  - iv) the protection of significant scenic vistas, particularly for *development* adjacent to the Greenlands System;
  - v) the location of buildings such that pedestrian spaces are well defined and connected; and,
  - vi) the location of buildings parallel to the street or along the edges of a park or open space;
- e) Promote built form where a significant portion of the street frontage is defined by the building and where parking is located on the inside of the building mass, so the buildings provide an active frontage to the street;

- f) Require *utilities* to be located underground where possible and feasible. Transformers, pumping stations or other structures ancillary to the delivery of *utilities* and *infrastructure* shall be placed in accessible locations that protect and enhance the natural and built environments, and be screened, designed and maintained in harmony with the surrounding environment;
- g) Encourage measures which enhance public appreciation and visibility of interesting buildings, structures, parks or landscapes of historical, archaeological or scenic value;
- h) Require all new buildings to integrate rooftop mechanical systems into the design, using designs that protect cooling systems from the impacts of heating systems, and shall screen them from view and shade them from the sun to improve their efficiency and reduce the *urban heat island effect*. Noise from rooftop mechanical systems shall be mitigated to the satisfaction of the Town;
- i) Require *development* within Plans of Subdivision and for lands under Site Plan Control to be subject to architectural design. Architectural design matters to be reviewed include, but are not limited to, the following, and shall be determined by the Town and incorporated into Site Plan Agreements:
  - i) the character, scale, appearance, articulation, proportion (e.g. colours, materials and design features of buildings), and sustainable design elements insofar as they affect exterior design, including but not limited to:
    - entry features (e.g. porches, and porticos), windows, doors, roofs, chimneys, wall cladding, driveways, and garages; and,
    - criteria specified in Urban Design and Architectural Design Guidelines approved in accordance with this Plan;
- j) Encourage *development* design that maximizes solar access;
- k) Promote *development* that maximizes areas for tree planting and permeable surfaces;
- l) Require new *development* to appropriately address the street through the placement of principle doors facing the street; and,
- m) Prepare and implement Urban Design and Architectural Design Guidelines.

### 2.5.2.3 Public Art

The Town recognizes the positive contribution of public art to the Built Environment. Public art enlivens roads, pedestrian routes, public squares, green spaces, and gateways to the community, and may include, but shall not be limited to, sculptures, metal and glass works, earth works, kinetic works, fountains, paintings, furnishings, and architectural and landscape design. Accordingly, the Town shall:

- a) Promote public art in suitable locations in public spaces, such as open spaces, parks and trails, gateways to Downtown Ajax and Greenwood Conservation Area, the Lake Ontario Waterfront, Pickering Village, and municipally-owned facilities;
- b) Promote and encourage the provision of public art in *development* by the private and/or public sectors that is visible from public spaces;
- c) Incorporate public art into *infrastructure*, where appropriate, including bridges;
- d) Promote public art through partnerships and funding arrangements with public agencies, the general public, educational institutions, corporations, and private foundations;
- e) Ensure that all public art does not inhibit barrier-free access; and,

- f) In the review of *development* and *redevelopment* applications, encourage proponents to incorporate public art within the proposal.

#### **2.5.2.4 Safe Community Design**

The Town recognizes that the siting and design of buildings and private and public spaces contribute to a safe community. Accordingly, the Town shall require *developments* to incorporate the following into their designs:

- a) Unobstructed lines of sight into public spaces to maximize observation (i.e.; eyes on the street) through the placement of buildings, physical features, activities, and people, including but not limited to:
  - i) maximizing transparent windows facing the *public realm*;
  - ii) residential front porches of sufficient area to accommodate seating;
  - iii) landscaping that allows clear sight lines to building entrances;
  - iv) fencing that has more than 50% visual permeability, except where the provision of such fencing is required for noise attenuation and screening of outdoor storage in employment areas;
  - v) lighting that enables clear identification of users in the space without creating pockets of darkness; and,
  - vi) clear lines of sight through properties with multiple buildings;
- b) Controlled access for buildings and properties, whereby entrances, exits, fencing, landscaping, and lighting directs pedestrian and vehicular traffic in ways that will improve community safety including, but not limited to:
  - i) eliminating hidden entries;
  - ii) positioning primary entrances to be visible and accessible from the street;
  - iii) clearly identifying front entrances using architecture, landscaping, and lighting;
  - iv) landscaping design to deter illegal entry or access; and,
  - v) eliminating building elements and structures that allow unintended access;
- c) Well defined spaces that promote observation, using approaches such as:
  - i) fences, types of pavement, art, signs and landscaping to define the transition from public to semi-public to private space;
  - ii) placement of amenities, such as public seating, in common areas; and,
  - iii) security system signage displayed at access/entry points.

#### **2.5.2.5 Barrier-Free Design**

The Town supports maximizing accessibility for all people, including persons with disabilities. Barrier-free designs shall also accommodate access by fire prevention and other emergency vehicles, transit and maintenance vehicles. Accordingly, the Town shall:

- a) During the review of *development* applications, ensure the design of all buildings, public spaces, and parks provide measures addressing barrier-free access, including but not limited to:
  - i) ensuring publicly accessible spaces, such as parking spaces, public transport facilities, and transit stops, provide barrier-free paths of travel to public roads,

- buildings, recreational facilities, and other public spaces to enable ease of access for persons with disabilities; and,
- ii) sufficient access and vehicular circulation for fire prevention and other emergency, transit or maintenance vehicles;
- b) Implement Provincial Standards and Guidelines with respect to accessibility for new and existing Town-owned facilities;
- c) Encourage the private sector to be proactive in modifying existing private buildings and facilities to improve accessibility; and,
- d) Encourage new and renovated buildings and parking areas to be constructed in accordance with the Town's accessibility requirements and guidelines.

#### **2.5.2.6 Signage**

The Town supports signage, suitably integrated with the architecture and landscape of its urban and rural areas that identifies and informs while complementing buildings and streetscapes. Accordingly, the Town shall:

- a) Encourage signs that enhance the desired characteristics of distinctive areas, such as Pickering Village;
- b) Discourage signage that obstructs views into the Greenlands System;
- c) Support signs designed to complement architectural features, the character of buildings, and the surrounding environment;
- d) Encourage signs to have full cutoff lighting fixtures;
- e) Encourage improvements to the quality and types of sign design, including the replacement of existing signs with those designed to reduce energy consumption;
- f) Require applicants to meet the requirements of the Town's Sign By-law;
- g) Restrict the total number of permitted billboard signs to the five (5) existing signs located along Kingston Road East and Bayly Street East; and,
- h) Amend the Sign By-law periodically to achieve the Town's planning and environmental objectives.

#### **2.5.2.7 Bird Friendly Design**

The Town is protecting and enhancing tree cover, *wildlife habitat* and natural areas to continue to provide habitat and resting areas for birds, including migratory species, throughout the municipality. Such habitat is not limited to the Greenlands System, including the Lake Ontario shoreline, *wetlands*, *valleylands*, and *woodlands*, but also shall continue to extend into the Built Environment on rooftops and naturalizing open spaces.

The Town recognizes that elements of building design adversely affect birds, resulting in avian injuries. Accordingly, the Town shall, in the review of Site Plan applications, ensure that buildings have been designed, based on the location and characteristics of the site and surrounding area, to reduce avian impacts, and provide outdoor lighting in accordance with the policies of this Plan.

### **2.5.3 Green Building and Environmental Design**

In support of a safe and healthy community, the Town shall promote innovative and green designs for buildings and *infrastructure*. This includes the construction of buildings that provide energy savings, water efficiency, stewardship of resources, and CO<sub>2</sub> emissions

reduction; and buildings and *infrastructure* constructed and/or reinforced to withstand, for example, stronger winds and more precipitation.

The Town will support *development* proposals that will contribute to healthier, safer living environments. Accordingly, during the review of *development* applications, the Town shall:

- a) Preserve and enhance existing significant natural features within areas designated Environmental Protection and the Greenbelt, including *vegetation protection* zones;
- b) Promote the connection of isolated *natural heritage features and areas* within the Built Environment to *natural heritage features and areas* in the Greenlands System through *redevelopment* and restoration opportunities;
- c) Protect public views to and from landmarks, including the Lake Ontario Waterfront, Lake Iroquois Shoreline, Carruthers *Creek* and *coastal wetland*, and Duffins *Creek* and the Duffins *Creek* Marsh;
- d) Promote the use of native or non-native non-invasive plants, and trees, subject to the Town's approval, with consideration given to using drought-tolerant varieties, to define open spaces, frame views or focal points, direct pedestrian movement, and reinforce prominent locations;
- e) Promote the infiltration of stormwater, subject to underlying soil conditions, to improve local drainage;
- f) Support methods of energy self-sufficiency and energy sources that protect the environment;
- g) Support and promote green industries and green building technologies and construction practices including:
  - i) *renewable energy systems*, such as:
    - geothermal systems, avoiding *natural heritage features and areas*, *hydrologic features* and *hydrologic functions*, including areas with high groundwater tables; and,
    - solar photovoltaic, solar hot water, and solar air heating systems, in locations where they can operate in full sun year-round;
  - ii) water-efficient landscaping, using native or non-native non-invasive plants, and mulch to retain soil moisture, consideration should also be given to using drought tolerant varieties to minimize consumption of municipally-treated water;
  - iii) green roofs;
  - iv) light-coloured building materials and surfaces, including "cool" roofs;
  - v) reducing stormwater flows to municipal stormwater and Regional sanitary sewer systems by using a combination of approaches, including:
    - the use of pervious and natural surfaces;
    - diverting surface runoff to pervious and natural areas;
    - disconnecting building downspouts from stormwater and sanitary systems to pervious and natural areas; and,
    - capturing and storing rainwater to irrigate gardens and landscaped areas, rather than using municipally treated water;
  - vi) waste reduction and recycling in multi-residential *developments*;

- vii) bicycle parking and secure bicycle storage facilities;
- viii) water conservation through the installation of water conserving fixtures or *grey water* recycling, as provided in the Ontario Building Code;
- ix) energy conservation through:
  - orientation and design of buildings to optimize exposure to sunlight;
  - building layouts that efficiently use and distribute energy for a comfortable indoor environment, such as open-concept raised bungalows; and,
  - implementation of Federal and Provincial energy audits and conservation programs;
- h) Require, where appropriate, new commercial and industrial *development* to use light-coloured roofing material (“cool” roof);
- i) Promote effective, timely remediation and *redevelopment* of *brownfield sites*; and,
- j) Promote educational programs that support achievable green *development* and technologies.

#### 2.5.4 Infrastructure

The Town recognizes that *infrastructure* and public service facilities support and sustain *development*, and shall evolve to meet the needs of this growing community.

*Infrastructure* refers to the physical structures (facilities and corridors) that form the foundation for *development*, including sewage (i.e.; wastewater) and water systems, *waste management systems*, electric power generation and transmission, communications/telecommunications, transit and transportation corridors and facilities, oil and gas pipelines and associated facilities.

The Region of Durham is responsible for providing the municipal water and sewage (i.e.; wastewater) systems that serve the Region, including Ajax. The Town is responsible for the local stormwater system.

As a principle, the Town shall advocate for the best available treatment facilities and technologies in the Ajax Water Supply Plant and the Duffin *Creek* Water Pollution Control Plant, due to their geographic proximity to each other and to the Pickering Nuclear Generating Station, to protect air quality, Lake Ontario’s water quality, and a supply of fresh drinking water for the community in the long-term. To this end, the Town shall participate in environmental assessment processes related to both Plants and any other related *infrastructure* to protect the health and well-being of Ajax residents and their living environment.

The Town shall undertake and promote comprehensive planning processes and rigorous, balanced environmental assessment processes, involving extensive public consultation, in the evaluation of *infrastructure* projects and alternatives that serve Ajax and surrounding areas in order to protect and enhance the local environment to the fullest extent possible.

##### 2.5.4.1 Goals

The Town shall ensure that *infrastructure* is evaluated, designed, operated, and maintained in a manner that protects and enhances the quality of the living environment in Ajax.

In addition to conventional standards, technologies and energy sources, the Town will promote the use of reliable, safe green technologies and alternative energy systems, as well as the provision of water, wastewater, stormwater, and road *infrastructure*, to improve local

environmental conditions while meeting the needs of the community in an efficient, effective, and timely manner.

The Town shall:

- a) Establish and support integrated *infrastructure* systems of various scales and types to support existing and future land uses and the planned structure of Ajax;
- b) Ensure all new urban *development* is connected to available urban *infrastructure* in accordance with the policies of the Region of Durham;
- c) Ensure all *infrastructure* required is planned or in place prior to, or coincident with, *development*, in accordance with applicable legislation, including but not limited to the provisions of the Environmental Assessment Act and the Environmental Protection Act;
- d) Ensure the costs of *infrastructure* required to permit and support any *development* are not a financial burden to the Town, and are provided in accordance with the following:
  - i) the provisions of the Development Charges Act;
  - ii) the provisions of the Planning Act; and,
  - iii) developers group agreement(s), if available; and,
- e) Encourage new *development* to maintain, or improve pre-*development* hydrological flows.

#### **2.5.4.2 General Policies**

The Town shall:

- a) Require all major *development* applications to be accompanied by a Functional Servicing Plan, prepared on behalf of the proponent by a qualified professional to the satisfaction of the Town, in consultation with the Conservation Authority and the Region. The purpose of the required Functional Servicing Plan is to ensure that individual *development* applications throughout the Town are consistent with an overall servicing scheme.
- b) Acknowledge that roads, Regional sanitary sewer lines, and municipal water lines may cross areas designated Environmental Protection at appropriate locations in limited circumstances as deemed appropriate by the Town, in consultation with the Conservation Authorities, and the provisions of the applicable environmental plans and legislation, such as the Greenbelt Plan and the Endangered Species Act, and as may be supported by an Environmental Impact Study.
- c) Acknowledge that notwithstanding Section 2.5.4.2 a), individual *development* applications may promote interim or alternative servicing strategies, subject to the approval of the Conservation Authority, the Region, and the Town, and subject to the following criteria:
  - i) the interim or alternative servicing strategy shall not compromise the overall intent of the Council-adopted Growth Management Strategy;
  - ii) there shall be no negative financial impact on the Region or the Town attributable to the implementation of the interim or alternative servicing strategy;
  - iii) there shall be no *negative impact* on lands in the Environmental Protection designation; and,

- iv) the implementation of the interim or alternative servicing strategy shall not compromise the ability of other landowners to develop in conformity with the Council-adopted Growth Management Strategy;
- d) Require that the location and construction of *infrastructure* and expansions, extensions, operations, and maintenance of *infrastructure* within the Greenbelt:
  - i) minimize the amount of land in the Greenbelt, particularly within the *Natural Heritage System* Boundary traversed and/or occupied by such *infrastructure*; and,
  - ii) avoid *key natural heritage features*, *key hydrologic features*, and their *vegetation protection zones* unless the need for the *infrastructure* is demonstrated and no alternative exists;
- e) Require the planning, design and construction practices for *infrastructure* to minimize the *negative impacts* and disturbance on the existing landscape, including, but not limited to, impacts caused by light intrusion, noise and road salt; and,
- f) Acknowledge that notwithstanding Section 2.5.4.2 d), where *infrastructure* does cross the Greenbelt *Natural Heritage System* or intrude into or result in the loss of *key natural heritage features* or *key hydrologic features*, including related *landform features*, planning, design, and construction practices shall minimize *negative impacts* and disturbance on the features or their related functions, and where reasonable, maintain or improve *connectivity*.

#### **2.5.4.3 Water and Sewer Systems**

The Town recognizes the vital importance of protecting and improving the water quality of Lake Ontario to sustain this community, and that focused actions are needed to address the *cumulative impacts* of pollution and improve water quality along the waterfront. Accordingly, the Town shall:

- a) Encourage senior governments to establish more protective effluent limitations for the nearshore water and shoreline of Lake Ontario in the vicinity of Ajax due to the size and nature of discharging facilities, including the Duffin Creek Water Pollution Control Plant, and to promote effective joint actions to address controllable sources of contaminants, using new and emerging testing methodologies and water treatment technologies; and,
- b) Permit the Region's Water Supply Plant, located on the Town's waterfront as shown on Schedules 'A-1' and 'B' , within the Environmental Protection and Open Space designations. The Region shall consult with the Town and the Conservation Authority regarding proposed expansions to the Plant.

#### **2.5.4.4 Stormwater Management System**

The Town shall:

- a) Prepare and implement a Stormwater Management Strategy to guide the design, maintenance and upgrading of such *infrastructure* to optimize its environmental performance, reduce flood risk, and to achieve the Town's environmental goals throughout the municipality;
- b) Apply the following principles in the review of *development* applications:
  - i) stormwater will be considered to be a valuable water resource to be retained and infiltrated into the land within the Built Environment to the fullest extent possible, not a waste product;

- ii) stormwater shall be discharged into *creeks* and the waterfront in a manner that does not cause additional flooding, erosion, slope instability, and reduced water quality;
  - iii) *development* shall be designed with regard for predicted impacts of *climate change*, such that the quantity of stormwater requiring conveyance from the Built Environment shall be minimized;
  - iv) stormwater management facilities shall be designed, maintained and upgraded, or modified to maintain and improve local water quality and environmental conditions, including nearshore water quality in Lake Ontario along the shoreline;
  - v) existing *creeks* are to be retained in naturalized, open channels and used to maintain and protect *creek* corridor integrity; and,
  - vi) stormwater management facilities will be designed to complement and enhance community amenities. Where stormwater management facilities are located contiguous to areas designated Environmental Protection or within areas designated Open Space, they will be treated as integrated, functional and aesthetic elements of the Greenlands System;
- c) Require stormwater management facilities to be integrated with parks wherever possible, while meeting the water quality and quantity and safety requirements of the Town and appropriate agencies;
  - d) Require stormwater drainage systems to be designed to meet the principles of this Plan to the satisfaction of the Town, in consultation with the Conservation Authority and the Region;
  - e) Encourage Conservation Authorities, in their review of *development* applications, to ensure that stormwater discharges from *development* in upper portions of *watersheds* shall not adversely affect the Town;
  - f) Ensure that areas for snow storage are not located where the snow may melt and carry its contaminant and salt loads directly into *creeks* and Lake Ontario;
  - g) Study those portions of south Ajax not served by stormwater ponds to improve water quality in order to determine effective water treatment measures that may reduce pollutant loads to Lake Ontario;
  - h) Prohibit new stormwater management ponds in the Environmental Protection designation;
  - i) Encourage the use of permeable pavement and permeable surfaces, such as soft landscaping where possible, to allow infiltration of the first 5 mm or more of rain;
  - j) Require new *development* to be designed in accordance with the best available stormwater approaches, which may require a combination of practices to:
    - i) ensure, monitor, and preserve groundwater and baseflow characteristics, such as water quantity and quality;
    - ii) measure erosion near stormwater outfalls along *creek* banks periodically and, if necessary, install protective works;
    - iii) minimize increases in flood risk;
    - iv) reduce pollutant concentrations and loadings in surface water to *creeks* and Lake Ontario; and,

- v) sustain the best possible diversity of aquatic life and *natural heritage features and areas, hydrologic features and hydrologic functions*; and,
- k) Encourage *low impact development*.

#### **2.5.4.5 Utilities**

The Town shall:

- a) Require all new local power, natural gas, steam lines, hot and cold water lines, and telecommunications/communications and other cable services serving the Town to be located underground wherever possible and feasible and, with the exception of steam and hot and cold water lines, shall be grouped into a single utility trench wherever possible;
- b) Permit *utilities* in all land use designations, except the Environmental Protection designation where exceptions will only be permitted in limited circumstances as deemed necessary by the Town;
- c) Require utility providers to confirm if their services are, or will be in place to support any proposed *development* prior to the approval of *development*;
- d) Encourage the provision of state-of-the-art communications technology to enhance telecommunication services within the Town;
- e) Provide the Federal Government with comments regarding land use compatibility related to telecommunication towers and antenna systems, including:
  - i) encouraging towers and antenna systems to be located in a manner such that visual impacts are minimized, including:
    - co-locating new facilities on existing towers, structures, or buildings;
    - locating antenna systems on hydro transmission towers;
    - locating towers within or adjacent to hydro transmission corridors;
    - using alternative tower structures or masking the tower so that it blends with surrounding *development*; and,
    - locating towers in areas zoned General Employment and Heavy Employment;
  - ii) encouraging towers and antenna systems to be designed to minimize visual impacts using fencing and tree and shrub plantings around the perimeter;
  - iii) encouraging the design of equipment shelters adjacent to residential areas to reflect the architecture of the adjacent residential area; and,
  - iv) requiring proponents of new wireless telecommunication towers and antenna systems that meet the criteria in the Town's Policy for Establishing Telecommunication Tower and Antenna Facilities to undertake public consultation in accordance with said Policy.

#### **2.5.5 Special Policy Area – Notion Road/Pickering Village**

A *Special Policy Area* depicted on Schedules 'A-1' (Land Use), 'B' (Environment) and 'D' recognizes the existing Notion Road area and portions of Pickering Village that have historically existed in the *flood plain* and where strict adherence to Province-wide policies concerning new *development* would result in social and economic hardships for this community. *Development* within this *Special Policy Area* may be permitted, subject to site-specific policies instead of the policies designated for One Zone areas (undeveloped *flood*

*plains*). As a result, policies are established and used within the defined limits of the *Special Policy Area* where the Province of Ontario, the Toronto and Region Conservation Authority and the Town of Ajax agree to accept a higher level of flood risk.

Any proposed changes to the boundaries, policies, and land uses of this *Special Policy Area* may only be initiated by the Town and must be approved by the Ministers of Municipal Affairs and Housing and Natural Resources, in accordance with criteria and procedures established by the Province. The need for changes to a *Special Policy Area*, such as boundary adjustments, may result from updated *flood plain* mapping.

Within this context, *development* means the construction, erection or placing of a building or structure of any kind, or the making of an addition or alteration to a building or structure, that has the effect of increasing the size or usability thereof, and includes such related activities as site grading and the placing or dumping of fill.

- a) The Town shall protect from *development* any lands within the *flood plain* lands which are needed to achieve the open space, *recreation* and environmental protection objectives and policies of this Plan and any lands required by the Town and the Toronto and Region Conservation Authority for flood and/or erosion control remedial purposes.
- b) Where *development* is permitted, it shall be the Town's policy to achieve flood protection of a building, structure or an addition to the level of the Regulatory Flood, to the satisfaction of the Town in co-operation with the Toronto and Region Conservation Authority.

Notwithstanding the above, where it is not feasible or practical to achieve this level of protection, proposed *development* may be permitted where it is flood protected at least to the level of a 1:350 flood (that is on average, a flood that is anticipated to be equaled or exceeded only once in every 350 years), in which case no building or structure will be subject to a risk of flooding in excess of 25% over an assumed life of 100 years.

The specific level of flood protection to be imposed, and any flood protection measures to be implemented relative to an individual *development* application within the *flood plain* lands, shall be determined in co-operation with the Toronto and Region Conservation Authority. The level of protection to be required shall be the highest level determined to be technically and economically feasible and practical.

- c) The Town shall base its requirement for floodproofing measures on the following alternatives, listed in order of priority:
  - i) dry, passive floodproofing measures shall be required and implemented to the extent technically and economically feasible;
  - ii) wet floodproofing measures may be permissible for non-habitable portions of new *development* in order to minimize flood risk and/or to meet the required level of flood protection; and,
  - iii) where i) and ii) as above cannot be achieved, dry, active floodproofing measures may also be recommended to minimize flood risk in combination with i) and ii).
- d) Ingress and egress for all buildings within the *flood plain* lands shall be 'safe', pursuant to Provincial floodproofing standards, and/or achieve the maximum level of flood protection determined to be feasible and economically viable, such as at grade with street related access points.

Notwithstanding the above, no new *development* shall be permitted on any parcel of land which is wholly or partly within the *flood plain* lands if:

- i) the necessary flood protection measures would have a negative off-site impact on the adjacent properties;
- ii) the use is associated with the storage, handling, production or use of a *hazardous substance* which is flammable, explosive, toxic, corrosive, or any other dangerous material and the treatment, collection or disposal of sewage, which would pose a threat to public safety if it were to escape its normal containment as a consequence of flooding;
- iii) the use is associated with institutional overnight residential accommodation, including, in part or in whole, any of the following: health care or residential care or crises care facilities specifically designed to accommodate people who would be incapable of self-evacuation, or whose safety would be threatened in the event of flooding and a possible emergency evacuation; and,
- iv) the buildings or structures directly relate to the distribution and delivery of an essential or emergency public service including police, fire, and ambulance, where such service would be impaired by flooding.

#### **2.5.6 Contaminated Sites**

- a) Contaminated sites specifically include waste disposal areas, raw material storage areas, auto wreckers, former rail lines, automotive repair and service stations, or any other site or building that may have been used for such purpose and/or any site considered by the Town, or any other agency, to be potentially contaminated.
- b) Contaminated sites, known as brownfields, will be cleaned-up or remediated at the earliest possible time.
- c) All proponents shall have a qualified professional complete the Town's Site Screening Questionnaire for *Development* Applications or Phase 1 Environmental Site Assessment prior to submitting a complete application. If, based on the information, the Town or any other agency having jurisdiction has reason to believe that the lands subject to the *development* application may be contaminated, a Phase 1 and 2 Environmental Site Assessment based on the Questionnaire, or a Phase 2 Environmental Site Assessment based on the Phase 1 Environmental Site Assessment, in accordance with the Ministry of the Environment's Guideline for Use at Contaminated Sites in Ontario, shall be required. A Record of Site Condition, in accordance with Provincial guidelines and legislation, shall accompany a Phase 2 Environmental Site Assessment.

The Record of Site Condition should be submitted prior to the consideration and approval of the *development* application. However, for a plan of subdivision or condominium application, it may be included as a condition of draft approval. For an Official Plan Amendment, it may be included as a requirement to be fulfilled prior to the adoption of a site-specific Official Plan Amendment or as a condition for the removal of an "H" holding symbol in the area municipal Zoning By-law to the satisfaction of the Town.

Further, prior to any *development* approvals, the proponent shall ensure:

- i) present and past uses are documented;
- ii) type of contaminants and possible locations of site contamination are identified;

- iii) an analysis of soils and ground and surface water is undertaken;
  - iv) a site remediation plan is prepared and implemented in accordance with Provincial guidelines, if applicable; and,
  - v) necessary financial security to ensure decommissioning is provided.
- d) The Town shall encourage businesses to undertake and implement Pollution Prevention Plans, using environmentally-friendly processes and pollution control technologies, to curb site contamination and emissions into the local environment.

### 2.5.7 Special Study Area 1

Lands generally south of Beachview Street, between Pickering Beach Road and Carruthers *Creek*, as identified on Schedules 'A-1' and 'B', have been identified as "Special Study Area 1". The Town will conduct a study to address future land use permissions and mitigation options in recognition that this area is within the Regional Storm Floodline associated with Carruthers *Creek*. Within Special Study Area 1, all *development* on lands designated Low Density Residential shall be subject to screening requirements of the Toronto and Region Conservation Authority. Notwithstanding any other policy of this Plan, the creation of new lots and the erection of structures on vacant lots that were vacant on January 1, 1987 shall not be permitted.

## 2.6 CULTURAL HERITAGE PRESERVATION

### 2.6.1 Goals

The Town recognizes the importance of its *cultural heritage resources* and their protection, as they contribute to a sense of community and provide links between the past and the present. Cultural heritage planning is the joint responsibility of the Provincial Government and the Town. The Heritage Advisory Committee will advise Council on matters pertaining to *cultural heritage resources*.

The Town's goals are to:

- a) Identify, protect, restore and *conserve cultural heritage resources* of cultural heritage value or interest;
- b) Sensitively integrate structures of historic and architectural significance into *development* proposals, where appropriate;
- c) Ensure any alterations, additions and/or renovations to heritage buildings are appropriate and preserve the heritage value of the building;
- d) Control the demolition, deconstruction, deterioration and inappropriate alteration of *cultural heritage resources* in accordance with the Ontario Heritage Act;
- e) Recognize, protect, and *conserve archaeological resources*; and,
- f) Encourage public education initiatives and foster public awareness of the value of the *cultural heritage resources* and principles, and to provide advice to owners of cultural heritage properties about the means of protecting and maintaining *cultural heritage resources*.

### 2.6.2 Cultural Heritage Resources

The Ontario Heritage Act and the Provincial Policy Statement provide a framework for the conservation of properties, geographic features, and areas that are valued for their contribution to our understanding and appreciation of the history of the Town, local events and its people. *Cultural heritage resources* are important in our everyday lives and provide a

sense of place.

*Cultural heritage resources* include, but are not restricted to, archaeological sites; cemeteries, buildings and structural remains of historical and/or architectural value; and urban districts, landscapes or natural features of historical, cultural or scenic interest. *Cultural heritage resources* can be protected for the long term under the Ontario Heritage Act through municipal designation by-laws and heritage conservation easement agreements. Appendix 'A' provides an inventory of designated *cultural heritage resources* in Ajax, as well as those resources considered of cultural heritage interest by the Town.

### 2.6.2.1 General Policies

The Town shall:

- a) Consider *cultural heritage resources* of historic, scenic or architectural significance to be non-renewable, environmentally sensitive resources that shall be managed, *conserved* and maintained;
- b) Designate Heritage Sites, Heritage Conservation Districts, *Cultural Heritage Landscapes*, and other heritage elements in accordance with the Ontario Heritage Act and Regulation 9/06 pertaining to Criteria for Determining Cultural Heritage Value or Interest, if they minimally exhibit or contain one or more of the following attributes:
  - i) the property or district contributes to the identity of the community or landscape;
  - ii) the property or district is associated with an historic event or person;
  - iii) the property or district has architectural significance or distinguishing artistic or cultural value;
  - iv) the property or district contains significant remaining original materials, workmanship and siting; or,
  - v) the property or district is a landmark;
- c) Through the review of *development* applications, require a proponent to provide a Heritage Impact Statement prepared by a qualified heritage consultant, for any proposed alteration, construction, or *development* involving or adjacent to a *cultural heritage resource*. The Heritage Impact Statement shall be completed to the satisfaction of the Town after consultation with the Heritage Advisory Committee. The required Heritage Impact Statement shall demonstrate that the *cultural heritage resource* and its *heritage attributes* will not be adversely affected and, at a minimum, include:
  - i) an assessment of the cultural heritage value or interest of the resource and the reason(s) for its historical and/or architectural significance;
  - ii) a description of the *cultural heritage resource*, including a location map showing proposed buildings, existing land uses and buildings, and all *cultural heritage landscape* features;
  - iii) the physical condition of the *cultural heritage resource*, including that of any adjacent resource that may be directly or indirectly affected by the proposal;
  - iv) identification of the potential impacts of *development* on the *cultural heritage resource*;
  - v) identification of several conservation options, taking into consideration the significance and value of the *cultural heritage resource*, the advantages and disadvantages of each option, and a preferred option; and,

- vi) recommended impact mitigation techniques and an implementation strategy;
- d) Recognize the role of the Heritage Advisory Committee to advise and assist Council with matters of cultural heritage conservation. Pursuant to the Ontario Heritage Act and related legislation, and in consultation with the Heritage Advisory Committee, the Town:
  - i) may designate properties to be of historic and/or architectural value or interest; and,
  - ii) may define areas within the municipality to be examined and nominated for designation as a Heritage Conservation District or *Cultural Heritage Landscape*;
- e) Require new *development* and *infrastructure* projects to respect *cultural heritage resources*. *Development* in older areas of the community will be encouraged to reflect the heritage values of such areas. Buildings or structures of architectural or historical value situated on lands to be developed should be retained in their original location wherever possible. The conservation of *cultural heritage resources* may be a condition of *development* approval;
- f) Give consideration to the effects of *infrastructure*, including capital projects, on buildings sites and areas of historical, architectural, scenic, or archaeological value prior to the approval of such works;
- g) Beyond the Environmental Protection designation, consider designating landmark tree(s), tree and hedge lines, and other vegetation of a cultural significance. The preservation of landmark tree(s) and/or other vegetation of cultural significance shall be evaluated through the *development* review process. The applicant may be required to revise the site layout such that significant features are retained. The Town may provide approval for the removal of landmark trees and other vegetation of cultural significance if, through a Tree Inventory and Preservation Plan, it is established that there is evidence of infestation or disease damage, or to protect public health and safety;
- h) Encourage local utility companies to locate equipment and devices where they will not detract from the visual character of the built environment or the scenic significance of *cultural heritage resources*;
- i) Consider applying programs to assist in the implementation of heritage conservation policies, such as a Heritage Property Tax Rebate Program, and;
- j) In areas considered for intensification, encourage the conservation or preservation of any *cultural heritage resource* which may be affected by such intensification with the use of conservation plans and heritage-related urban design guidelines.

### 2.6.2.2 Built Heritage Resources

The Town shall:

- a) Encourage heritage conservation practices that provide for proper ongoing maintenance of heritage buildings and their protection from inappropriate use, alteration or demolition. The character of an individual property designated under the Ontario Heritage Act shall be *conserved* or enhanced through the careful consideration of plans for additions, alterations, renovation and/or restoration. The adaptive reuse of a heritage structure (i.e.; from one use to another) may be permitted in accordance with the applicable land use designation shown on Schedule 'A-1';

- b) Prohibit the demolition and/or relocation of heritage buildings unless no practical alternative can be found;
- c) Ensure that conditions of approval for all *development* applications shall provide for the conservation and protection of heritage features wherever applicable;
- d) Require *development* adjacent to heritage resources listed in the Inventory of Designated Cultural Heritage Resources, included as Appendix 'A', to respect the scale, character, form, and *heritage attributes* of the adjacent protected cultural heritage property;
- e) Require proponents to provide the Town with thorough documentation of a *cultural heritage resource* when all or a significant part of that resource identified on the Town's Inventory of Designated Cultural Heritage Resources is to be altered, removed or demolished, prior to any work being carried out; and,
- f) Require a conservation plan be developed for all *built heritage resources* being impacted and deemed to be of cultural heritage value or interest.

### 2.6.2.3 Archaeological Resources

The Town shall:

- a) Consider permitting *development* and *site alteration* on lands containing *archaeological resources*, or in *areas of archaeological potential*, if the *significant archaeological resources* have been *conserved* by removal and documentation, or by conservation on site. Where *significant archaeological resources* must be preserved on a site, only *development* and *site alteration* which maintain the heritage integrity of the site may be permitted;
- b) During pre-consultation or review of *development* applications, require proponents to provide an assessment of the potential for impacts to *archaeological resources* from any new *development*. Where such potential exists, the proponent shall be required to retain a consultant archaeologist holding a valid archaeological license issued under the Ontario Heritage Act to carry out an Archaeological Assessment of the subject property prior to any demolition, grading or other soil disturbance. Any *significant archaeological resources* found to be present on a property shall be preserved on site or removed and documented to the satisfaction of the Town, the Region, and the appropriate public agency having jurisdiction. The required Archaeological Assessment, as a minimum, shall:
  - i) assess the *area of archaeological potential* and *archaeological resources* of the property;
  - ii) assess the impact of the proposed *development* and *site alteration* on any such resources;
  - iii) recommend methods to mitigate any adverse impact of the proposed *development* on any *archaeological resources*, including methods of excavation or preservation in situ;
  - iv) comply with current Ministry of Culture Standards and Guidelines for Consulting Archaeologists;
  - v) be reviewed by the Ministry of Culture, who will issue a technical compliance letter; and,
  - vi) be provided to the Town by the licensed archaeologist who completed the assessment, along with a copy of the technical compliance letter issued by the Ministry of Culture;

- c) Participate in the Province’s consultation process with the nearest First Nation and the Nation with the closest cultural affiliation, if that can be determined, where First Nations burials are discovered. Where burial sites are encountered during any excavation or other action, the provisions of the Cemeteries Act and its regulations will apply;
- d) Consider planning tools such as zoning by-laws, heritage designations, and easements as ways of conserving significant *archaeological resources* on site; and,
- e) For *development* applications located on or within close proximity to a shoreline or the waterfront, consider requiring a marine archaeological survey to be conducted by a licensed marine archaeologist pursuant to the Ontario Heritage Act if partially or fully submerged marine features such as ships, boats, vessels, artefacts from the contents of boats, old piers, docks, wharfs, fords, fishing traps, dwellings, aircraft, and other items of cultural heritage value which are identified and impacted by the shoreline and/or waterfront related *developments*.

#### **2.6.2.4 Cultural Heritage Landscapes**

The Town shall:

- a) Identify and maintain an inventory of *Cultural Heritage Landscapes* as part of the Town’s Inventory of Designated Cultural Heritage Resources; and,
- b) Designate *Cultural Heritage Landscapes* under either Part IV or Part V of the Ontario Heritage Act.

#### **2.6.2.5 Heritage Conservation Districts**

The Town shall:

- a) Determine the need to designate an area as a Heritage Conservation District under the Ontario Heritage Act where some or all of the following features have been identified:
  - i) the majority of the buildings reflect an aspect of local history by the nature and historical significance of the setting;
  - ii) the majority of the buildings are of a style of architecture or method of construction that is significant historically or architecturally to the Town, Region, or Province;
  - iii) the District contains other important physical, environmental, or aesthetic features that are not sufficient for designation, but lend support in evaluating the criteria for designation; and,
  - iv) the District is in an area that is distinctive within the Town and, as a result, adds to the character of the entire community;
- b) Prior to designating an area as a Heritage Conservation District, undertake a study to:
  - i) assess the feasibility of establishing a Heritage Conservation District;
  - ii) examine the character, appearance and cultural heritage significance of the Study Area, including natural heritage features, vistas, contextual elements, buildings, structures and other property features, to determine if the area warrants consideration for preservation as a heritage conservation district;
  - iii) recommend the geographic boundaries of the area to be designated and the objectives of the designation;
  - iv) recommend the content of the Heritage Conservation District Plan; and,

- v) recommend changes required to be made to the Official Plan, secondary plans, design guidelines, and any by-laws including zoning by-laws;
- c) Prepare a Heritage Conservation District Plan for each designated district and include:
  - i) a statement of the objectives of the Heritage Conservation District;
  - ii) a statement explaining the cultural heritage value or interest of the Heritage Conservation District;
  - iii) a description of the *heritage attributes* of the Heritage Conservation District and of the properties in the district;
  - iv) policies, guidelines and procedures for achieving the stated objectives and for managing change in the Heritage Conservation District; and,
  - v) a description of any types of minor alterations that may be allowed without the need to obtain a permit from the Town;
- d) Include properties already designated under Part IV of the Ontario Heritage Act as part of the Heritage Conservation District to ensure comprehensiveness of the District;
- e) Encourage new *development* to remain in keeping with the overall character of a Heritage Conservation District and may require an applicant to conduct a Heritage Impact Statement; and,
- f) Require private and public works proposed within or adjacent to a designated District to respect and complement the identified heritage character of the District as described in the Heritage Conservation District Plan.

#### **2.6.2.5.1 Pickering Village**

Pickering Village is an area with *significant cultural heritage resources*. As such, the Town shall consider preparing a Heritage Conservation District Plan that reviews the heritage character of the area and establishes more detailed planning policies and engineering standards aimed at protecting this unique area of Ajax. Concurrent to the preparation of a Heritage Conservation District Plan, the Town may also prepare a Community Improvement Plan to provide financial programs to assist landowners to implement the Town's planning vision for the area.

#### **2.6.2.6 Areas of Special Cultural Heritage or Interest**

Areas of special cultural heritage value or interest that may not be appropriate for designation under the Ontario Heritage Act may merit special conservation efforts. The Town may identify potential *significant cultural heritage resources* and, through further assessment, may recommend them for incorporation into the Town's Inventory of Designated Cultural Heritage Resources, as provided in Appendix 'A', for further protection.

## 3.0 LAND USE PLAN

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### 3.1 RESIDENTIAL AREAS

#### 3.1.1 Goals and Objectives

Much of the character of Ajax is based on the form and structure of its residential areas. As a result, it is a goal of the Town to maintain and improve its residential areas as diverse, safe and attractive living environments for existing and future residents. In addition, it is a goal of the Town to promote urban intensification in appropriately designated residential and residential mixed use areas to broaden the range and mix of housing types, and to improve opportunities for more affordable forms of housing. This Official Plan designates sufficient land to meet the Town's long-term housing needs within its Urban Area Boundary.

The Town will also encourage, through educational and/or incentive programs, the production of forms of housing that are innovative and/or incorporate green building technologies.

The Town's objectives are to:

- a) Ensure that residential areas permit a variety of complementary and compatible land uses including *special needs* housing, *community facilities*, *schools*, small-scale commercial centres and open spaces.
- b) Maintain and enhance the character and identity of existing residential areas.
- c) Ensure that the necessary *infrastructure*, *services*, *community facilities*, and *utilities* required to serve the needs of the local residents are planned or are in place prior to, or coincident with, *development*.
- d) Provide locations for *community facilities* and *schools* that are safe, visible and accessible to residents.
- e) Establish a comprehensive set of design guidelines that will ensure an urban environment that provides for safe, functional and attractive residential neighbourhoods.
- f) Encourage *residential intensification* and more intensive uses and a compact urban form along arterial roads.
- g) Support the Durham Region Non-Profit Housing Corporation and the Ajax Municipal Housing Corporation in providing assisted housing.
- h) Strive to achieve a minimum affordable housing target of 25% for low and moderate income households.

#### 3.1.2 Housing Report

The Town shall, from time to time, prepare a Housing Report that may include the following;

- a) an assessment of the total number of new dwelling units built by type and tenure;
- b) a summary of the average housing prices and rents by housing type;
- c) an inventory of the production of *special needs* housing; and,
- d) an inventory of the production of housing which is considered affordable.

### 3.1.3 Low Density Residential Designation

- a) Single detached dwellings, semi-detached dwellings, duplex dwellings and linked dwellings may be permitted within the Low Density Residential designation up to a maximum density of 30 units per net hectare.
- b) Street townhouse dwellings may also be permitted within the Low Density Residential designation provided that those housing forms are compatible with the scale and character of surrounding *development*.
- c) Accessory apartments may be permitted on lands designated Low Density Residential within all single detached and semi-detached dwellings, subject to the following criteria:
  - i) an accessory apartment will not be included in the determination of permitted densities of residential *development*; and,
  - ii) an accessory apartment may be included in calculating requirements for on-site parking.
- d) A detached accessory dwelling unit may be permitted on lots within the Low Density Housing designation, subject to a site-specific implementing Zoning By-law. A detached accessory dwelling unit:
  - i) is defined as a small independent building, physically separated from the principal dwelling;
  - ii) may be permitted only in association with a principal street-related, single detached dwelling;
  - iii) will not be permitted on a lot at the same time that there is an occupied accessory apartment within the principal dwelling unit;
  - iv) will not be conveyed separately from its associated principal street related dwelling unit;
  - v) will not be included in the determination of permitted densities of residential *development*; and,
  - vi) may be included in calculating requirements for on-site parking.
- e) All dwelling units within the Low Density Residential designation shall generally not exceed a height of 3 storeys. Exceptions to the height limitation may be permitted in order to address topography and/or site grading matters, subject to appropriate integration with surrounding development.
- f) No direct vehicular dwelling unit access from any Type 'A' or Type 'B' Arterial Road shall be permitted for individual lots on lands designated Low Density Residential. Existing dwellings located on lands designated Low Density Residential shall continue to have direct access to an Arterial Road, until such time as access from an alternate road becomes available.

### 3.1.4 Medium Density Residential Designation

- a) Duplex dwellings, block townhouses, street townhouses, stacked townhouses, attached housing, walk-up apartments and other forms of moderately scaled housing are permitted within a density range of 30 to 75 units per net hectare. Single-detached and semi-detached dwellings are specifically not permitted within the Medium Density Residential designation.

- b) All dwelling units within the Medium Density Residential designation shall generally be between a minimum of 3 and a maximum of 6 storeys in height. The maximum height limit may be exceeded in order to address topography and/or site grading matters. All *development* applications for medium density housing shall be compatible with surrounding *development*.
- c) No individual direct vehicular dwelling unit access shall be permitted from any Arterial Road on lands designated Medium Density Residential. Existing dwellings located on lands designated Medium Density Residential shall continue to have direct access to an Arterial Road, until such time as suitable alternative access becomes available.
- d) The Town shall generally not support the conversion of lands designated Medium Density Residential to another use, or to Low Density Residential, unless the change has been justified, to the satisfaction of the Town, under the criteria of Sections 7.2.2 b) and c) of the Official Plan.

### **3.1.5 High Density Residential Designation**

- a) Stacked townhouses, back-to-back townhouses and apartments, and other forms of high density housing may be permitted within a density range of between 60 and 185 units per net hectare. Single-detached, semi-detached, street townhouses and block townhouses, duplex and 3, 4 and 5-plex dwellings are specifically not permitted within the High Density Residential designation.
- b) Dwelling units and buildings within the High Density Housing designation shall generally be between a minimum of 4 storeys and a maximum of 15 storeys, except when located within the Downtown Regional Centre or the Uptown Regional Centre designations, where building height shall be generally limited to a maximum of 25 storeys. Exceptions to the maximum height limitation may be permitted in order to address topography and/or site grading matters.
- c) All *development* applications for high density housing shall be compatible with surrounding *development*.
- d) The Town shall generally not support the conversion of lands designated High Density Residential to another use, or to Low Density Residential or Medium Density Residential, unless the change has been justified, to the satisfaction of the Town, under the criteria of Sections 7.2.2 b) and c) of the Official Plan.

### **3.1.6 Special Needs Housing**

- a) *Special needs* housing may include assisted housing, group homes, hospices, shelters, nursing homes and seniors housing. Ancillary medical facilities developed in conjunction with a nursing home may also be permitted.
- b) *Special needs* housing may be permitted within all designations where residential uses are permitted and shall conform to the form and density provisions of the applicable designation. All *special needs* housing shall be appropriately integrated with surrounding *development*.

### **3.1.7 Convenience Commercial Centres/Stores**

- a) Convenience Commercial Centres/Stores oriented to the surrounding community may be permitted within all the residential designations.
- b) Permitted uses located at grade within a Convenience Commercial Centre/Store may include retail stores and personal service establishments, financial institutions, restaurants, and business and professional offices. Building height is limited to three

storeys. Residential apartments and/or business and professional offices may be located on a second or third storey.

- c) Areas considered for a Convenience Commercial Centre/Store shall be designed to accommodate a maximum gross leasable floor area for non-residential uses of 1,400 square metres. No individual retail or personal service use, whether an individual store or within a Convenience Commercial Centre may exceed a gross leasable floor area of 250 square metres.
- d) A Convenience Commercial Centre/Store within the Medium Density Residential and High Density Residential designations when associated with higher density forms of *development* shall be located at grade and incorporated into a primarily residential building.
- e) Convenience Commercial Centres/Stores shall be centrally located at a prominent intersection within a residential area, and shall have access provided by at least one Arterial or Collector Road.

### 3.2 INTENSIFICATION AREAS

Intensification refers to the introduction of residential and mixed uses within already built up areas of the Town at higher densities to develop complete and attractive communities that further the Town's growth management targets. Creating places that offer people opportunities to live, work, and play through all life stages promotes healthy and livable communities by reducing the reliance on cars while prioritizing walking and cycling as an important benefit of intensification. Increasing the variety of housing types, tenures, unit sizes, and affordability levels helps meet the needs of a diverse population and allows people to stay in their community as their housing needs change.

Intensification in strategic locations allows public transit to operate at higher service levels, resulting in increased connections and reliability. Utilizing land and resources more efficiently reduces encroachment on agricultural land and natural heritage features. Compact forms of *development* also utilize roads, municipal services and *community facilities* more efficiently which reduces the need for expenditures on new *infrastructure*.

Notwithstanding the above, the policies of this section shall also apply to land use designations which fall outside the built boundary as identified on Schedule 'A-2'.

#### 3.2.1 Goals

It is the goal of the Town to direct intensification to a network of Centres and Corridors. In order to achieve compact *development* within intensification areas, the Town shall:

- a) Ensure that the Downtown Regional Centre further evolves as a compact, urban, intensive, mixed use, pedestrian-oriented, transit-supportive centre, and grows as a focus of commercial, residential, civic government, entertainment, *community facilities*, and cultural activities;
- b) Expand the role of the Uptown Regional Centre from a singular important retail area to a true mixed use area that introduces a range of medium to high density dwelling types that support planned transit improvements in addition to a range of services, parks and open spaces and other uses in support of future residential populations;
- c) Establish a Midtown Corridor along Harwood Avenue as an urban connector between the Uptown Regional Centre and the Downtown Regional Centre;
- d) Establish a GO Transit Station Mixed Use Area to introduce a mix of uses that take advantage of transit accessibility in the vicinity of the Ajax GO Train Station hub and support the surrounding Employment Lands;

- e) Ensure that the Village Centre remains an historic enclave that provides a range of commercial, residential and cultural activities;
- f) Ensure that Neighbourhood Centres are designated in appropriate locations to serve the shopping needs of the surrounding residents;
- g) Recognize the diverse role and function of the Mixed Commercial Corridor designations along major arterial corridors;
- h) Provide locations for *community facilities* within Centres that are visible and accessible to residents; and,
- i) Establish a comprehensive set of *development* policies that will ensure an urban environment that provides for a range of safe, functional and attractive Centres and Corridors.

### 3.2.2 Planning Intent for Intensification Areas

#### 3.2.2.1 Regional Centres

Regional Centres are intended to develop as main concentrations of urban activity at the highest densities and shall integrate a broad mix of land uses to create active and vibrant gathering places. These uses include retail, commercial, office, cultural, entertainment, *community facilities*, and medium to high density residential uses. They are to develop in a variety of built forms at transit supportive densities.

##### *Downtown Regional Centre*

The Downtown is intended to evolve as the central focus for commercial, community, administrative, cultural and residential activities. It is envisioned to become a highly desirable, urban, intensive, pedestrian-oriented and transit-supportive mixed use area – in other words, a distinct urban centre, a true Downtown – where people live, work, shop and play. The creation of an interconnected network of sidewalks and urban squares is encouraged throughout the Downtown to create active and vibrant gathering places. It is anticipated that the Downtown’s role as a major transit hub will be enhanced over time. The amount and type of *development* anticipated in the Downtown provides the opportunity to achieve a substantive Downtown Core and synergies among the various uses. The density and form of *development* is expected to create an identity that will set it apart from other areas in Ajax.

Harwood Avenue is a unique and beautifully landscaped avenue which is intended to evolve as an urban commercial main street and the heart of the Downtown. A new north-south street, west of Harwood, is envisioned as a more intimate commercial street which will complement the grand ceremonial character of Harwood Avenue.

Mixed Use Development/Areas – The Downtown Regional Centre permits a broad range of office, retail, commercial, industrial, cultural, entertainment, *community facilities* and medium and high density residential uses. However, land uses which, by function, cater to automobiles rather than pedestrians shall be prohibited. These uses include, but are not necessarily limited to, motor vehicle service centres, motor vehicle gas bars, motor vehicle washing establishments (manual and automatic), drive-through facilities including drive-through restaurants, motor vehicle rental establishments, and taxi depots. Parking lots as principal uses and *new motor vehicle sales establishments*, excluding accessory service/repair facilities and the outdoor storage or display of vehicles, shall be permitted in commercial and employment mixed use areas.

The Town shall encourage a mix of uses within various designations applying throughout the Downtown Regional Centre. Generally, the term 'mixed use' can refer either to mixed use *developments* (e.g., buildings that include commercial/retail uses at grade, with residential and/or office uses above, or *developments* consisting of a mix of uses in different buildings on the same property), or to broader areas (e.g., zones or designations) containing a mix of uses. 'Single Use' *development* refers to buildings that contain only residential, commercial, institutional or employment uses, excluding accessory uses.

### *Uptown Regional Centre*

The Uptown is the largest retail commercial focus in the Town and a regional commercial focus but is intended to accommodate large scale, mixed use *development* as a primary intensification area for the Town. This area is recognized for its high level of accessibility, central location and unparalleled commercial and mixed use potential within Ajax.

The *development* and improvement of transit nodes within the Uptown is necessary to achieve the densities envisioned by this Plan and they shall be provided in immediate proximity to existing commercial uses, as a potential focus for additional commercial and/or mixed use *development*. The introduction of new residential *development* in the Uptown supports Kingston Road as a transit priority corridor and provides accommodation that will address a variety of housing needs. It will also create a range of activity during all times of the day.

The Uptown Regional Centre is a vast territory with the potential to transform into a vibrant outdoor shopping area as well as a place to live and work. Over time, new urban squares and parks will become key gathering places for residents and shoppers.

Kingston Road, which is designated as a Regional Corridor will evolve as a major rapid transit route. It will be complemented by networks of new local internal streets that will be intimate in scale and more conducive to pedestrian activity. It is intended that new *development* will be designed and oriented to create comfortable and lively places supportive of pedestrian comfort and activity.

Permitted within the Uptown Regional Centre are such uses as high density residential, offices, retail stores and personal service establishments, retail warehouse stores, existing automobile dealerships, financial institutions, restaurants and entertainment uses.

### **3.2.2.2 Midtown Corridor**

The Midtown Corridor represents Harwood Avenue that connects the Downtown with the Uptown. This portion of Harwood Avenue is a Regional Corridor and it is also an identified ceremonial route in the Town with a planned right-of-way expansion to reflect its significance. Harwood Avenue is intended to develop as a local main street, lined with mid-rise buildings and shops and businesses at grade. It is intended as a pedestrian-oriented street with a vibrant character and human scale built form adjacent to the sidewalk.

Land uses which, by function, cater to automobiles rather than pedestrians shall be prohibited on lots within 125 metres of Harwood Avenue, south of Kingston Road to Doric Street, which do not abut the Kingston Road (Highway 2) right-of-way. These uses include, but are not necessarily limited to, motor vehicle service centres, motor vehicle gas bars, motor vehicle washing establishments (manual and automatic), drive-through facilities including drive-through restaurants, motor vehicle rental establishments, and taxi depots. This prohibition does not extend to parking lots as principal uses, existing automobile dealerships, or *new motor vehicle sales establishments* (excluding accessory service/repair facilities and the outdoor storage or display of vehicles) in commercial mixed use areas.

### 3.2.2.3 Village Centre

The Village Centre which is a Community Centre, as described in the Regional Official Plan, represents a unique historical resource and it is the intent of the Town to enhance its existing character in accordance with the community vision for the Village. The Village 'Vision' is one that builds on the area's wealth of heritage assets, its attractive buildings, abundance of mature trees, proximity to prominent natural features, and intimate streetscapes, such as along Old Kingston Road. Building on the historic character of the old village, Old Kingston Road and the core area around Church Street and Kingston Road are intended to intensify as a local shopping and residential node through incremental *infill* with low to mid-rise buildings that address and enliven the street.

The Village Centre will become an area where:

- a) Heritage resources, both buildings and open spaces, are proudly restored and celebrated;
- b) There is a focus on arts and cultural activities that provide a range of opportunities for all residents of Ajax and Durham;
- c) Old Kingston Road becomes a vibrant, thriving, beautiful shopping street filled with pedestrians at all times of the day;
- d) Businesses will flourish to create a self-contained mixed use area that meets the needs of local residents and draws people from across the Region;
- e) Public spaces are designed in order to provide for the needs of many users at various times of day and year;
- f) Streetscapes and sidewalks are attractive and inviting both for passersby and pedestrians;
- g) Natural features, including the canopy of mature trees, and connections to the Town's trail systems are appropriately protected and enhanced; and,
- h) Pedestrians and cyclists feel welcome and can safely travel on streets with links to the off-street trail system.

As such, *development* within the Village Centre designation shall be compatible with existing *development* in terms of the design and scale of the historic, small town characteristics. Likewise, through high-quality, contextually-sensitive urban design and architecture, *development* projects shall complement and enhance the Village's heritage character.

New *development* along the south side of Kingston Road West between Church Street South and Randall Drive, and along Church Street South between Kingston Road West and Randall Drive/Lincoln Street, shall be more intensive, with higher residential densities, than generally is found elsewhere in the Village Centre, reflecting the Regional Corridor status of Kingston Road.

### 3.2.2.4 GO Transit Station Mixed Use Area

The Ajax GO Train Station lands and the area within 500 metres of the GO Station generally on the west side of Westney Road represent an important opportunity to build upon the accessibility and location advantages of the area that will facilitate a high density mixed use area, anchored by employment uses.

The intent is to build on the synergy provided by the GO Train Station and the Durham Region Bus Terminal to create a mixed use centre that includes services for commuters and enables living and working while minimizing car use.

This area is intended to support a high degree of pedestrian amenity with strong connections to transit facilities reducing walking distance to transit. Pedestrian and cycling facilities to support non-auto modes of transit are encouraged as part of any *redevelopment* within this area.

An important feature of this area is the opportunity presented for office or live-work employment as well as residential uses situated next to established high order transit facilities.

### **3.2.2.5 Infill Policies Along Corridors**

The Town recognizes that there may be other parcels of land suitable for *infill*, *development* and/or *redevelopment* located along local and regional corridors as shown on Schedule A-2.

Such underutilized sites may include vacant parcels in established residential areas or large lots outside of the predominant pattern of surrounding *development*. These parcels may redevelop for residential *development* with ancillary convenience retail or service uses, where appropriate, provided that the following *development* criteria are met:

- a) A minimum height of two *functional storeys* shall be required;
- b) Sites designated as Medium Density Residential may be developed up to a maximum of 6 storeys in height;
- c) Notwithstanding 3.2.2.5 b) above, lands along intensification corridors within the Medium Density Residential designation may be developed up to 8 storeys in height provided the landowner enters into an agreement with the Town to provide a significant public benefit under the height and density bonusing provisions of section 7.1.2 of this Plan;
- d) Sites designated as High Density Residential are subject to the policies of Section 3.1.5 of this Plan;
- e) Maximum heights in Medium Density Residential and High Density Residential designations are particularly encouraged at intersections;
- f) In general, densities shall be concentrated along the frontage of major roads, with lower densities adjacent to existing neighbourhoods;
- g) A minimum rear and/or side yard setback, measured from the boundary of the adjacent lower density residential area, shall be equivalent to the height of the nearest building on the site;
- h) The *development* shall be set below a 45 degree angular plane measured from the property line of the adjacent low density residential area; and,
- i) The *development* shall comply with urban design policies within section 3.2.4 of this Plan.

### **3.2.2.6 Infill Policies in Neighbourhoods**

Ajax is comprised of distinct neighbourhoods that are located on the interior of the major road network and that are characterized by low density residential uses. Physical changes in these neighbourhoods are expected to be minimal. However, in some cases, there may be vacant or underutilized properties that could be redeveloped in a way that strengthens the neighbourhood by providing opportunities to reinforce the prevailing *development* patterns.

Intensification in these neighbourhoods shall ensure that proposed changes are sensitive, gradual and in keeping with the existing character with particular regard to:

- General pattern of building massing and scale;

- Privacy, sunlight and sky views;
- Pattern of streets, lanes and blocks;
- General pattern of setbacks;
- Landscaped open space;
- Unique landscape or streetscape features; and,
- Conservation of heritage buildings, structures and landscapes.

In such cases, *development* shall:

- Front onto and animate public streets;
- Be set below a 45 degree angular plane measured from the property line of the adjacent low density residential area;
- Enhance the public streetscape and improve the pedestrian experience;
- Be grade-related wherever possible;
- Locate and screen service areas and garbage storage to minimize the impact on the surrounding neighbourhood;
- Provide adequate parking, while integrating features such as garages into the design in a discreet manner;
- Support sustainability and improve environmental amenity in ways that have functional and aesthetic value; and,
- Position *development* to take advantage of solar heat and reflected light wherever possible and appropriate.

### 3.2.3 Land Use Designations

#### 3.2.3.1 Commercial Mixed Use I

Lands designated as Commercial Mixed Use I are intended to redevelop as a major activity centre in the Town and support a broad range of uses including retail, commercial, office, cultural, entertainment, *community facilities*, and high density residential uses. Permitted uses within this designation shall serve both the daily needs of local residents and employees as well as a broader, regional market.

New *development* is expected to be designed to support a lively and active street life, characterized by high quality design standards. *Development* in these areas includes single use and mixed use *developments* that are visually attractive and reflect the importance of these areas as hubs of activity and transit priority. *Development* related to and scaled to, the pedestrian shall be required on all lands within this designation.

The amount and type of *development* permitted within this designation provides the opportunity to achieve market synergies among the various uses and create a mixture of mid-rise and taller buildings.

Accordingly the Town shall:

- a) Permit the following uses in mixed use or stand-alone buildings on lands designated Commercial Mixed Use I on Schedule E Downtown Regional Centre Land Use:
  - i) commercial uses such as retail stores, office uses, personal service shops, live work units, studios, financial establishments and restaurants;

- ii) institutional uses such as public health facilities, places of worship, medical offices, government offices, *schools*, and trade and business schools;
  - iii) *community facilities* such as a Transit Hub, day care facilities, public parking facilities, parks, urban squares, and open space linkages;
  - iv) arts, cultural, entertainment and recreational uses;
  - v) accommodations such as hotels;
  - vi) non-profit clubs and organizations;
  - vii) parking lots as primary uses and *new motor vehicle sales establishments*, excluding accessory service/repair facilities and outdoor storage or display of vehicles;
  - viii) residential uses such as street, block, stacked and back-to-back townhouses, back-to-back stacked townhouses, double-front townhouses, apartments, live-work units, and all types of *special needs* housing;
  - ix) *utilities*; and,
  - x) a broad variety of retail and service commercial activities, specifically excluding:
    - any individual retail store or service commercial use in a building with a ground floor plate in excess of 4,645 square metres in size;
    - retail uses that require outdoor storage; and/or,
    - land uses which, by function, cater to automobiles rather than pedestrians, including (but not necessarily limited to) motor vehicle service centres, motor vehicle gas bars, motor vehicle washing establishments, drive-through facilities including drive-through restaurants, motor vehicle rental establishments, and taxi depots.
- b) For lands within the Downtown, single use retail commercial and/or office buildings shall only be permitted adjacent to Bayly Street, Harwood Avenue South, Commercial Avenue, Hunt Street, Mackenzie Avenue, Monarch Avenue, Station Street, or Kitney Drive.
  - c) Permit townhouses, low-rise buildings, mid-rise buildings, and tall buildings in accordance with section 3.2.4.1.
  - d) Establish the maximum height limit to be 25 storeys and the minimum height to be generally not less than 3 *functional storeys*.
  - e) For single use non-residential buildings and mixed use buildings, establish the minimum density to be a net *Floor Space Index* of 1.25. There is no maximum density limit.
  - f) Where existing, previously approved development is not in compliance with the applicable density policies of this Plan, support new *development* that contributes toward the intensification of the overall site density level on these sites and the built form policies of the designation, with the objective of ultimately achieving compliance with the applicable minimum density criterion.
  - g) Require that ground floor animation uses, such as retail and service uses, studios, office entrances, and lobbies of residential buildings, be provided with sufficient ground floor height to accommodate commercial uses along major public roads.

- h) To ensure that light, view and privacy is maintained for adjacent low-rise residential neighbourhoods, require *development* be set below a 45 degree angular plane measured from the property line of the adjacent low density residential area.

### 3.2.3.2 Midtown Corridor

Lands designated as Midtown Corridor are intended to redevelop as mixed-use and mid-rise buildings with a more residential focus that will enhance the street frontage and create a primarily pedestrian friendly environment. *Development* will be at lower heights than in areas designated as Commercial Mixed Use I and characterized by high quality design treatments that improve the interface of the building to the street.

Accordingly the Town shall:

- a) Permit the following uses in mixed use or stand-alone buildings on lands designated as Midtown Corridor on Schedule A-1, Land Use and Schedule 'F' Uptown Regional Centre and Midtown Corridor Land Use:
- i) commercial uses such as retail stores, office uses, personal services, live-work units, artist studios, financial establishments and restaurants;
  - ii) institutional uses such as places of worship, medical offices, government offices, *schools*, and trade and business schools;
  - iii) *community facilities* such as day care facilities, public parking facilities, parks, urban squares, and open space linkages;
  - iv) arts, cultural, entertainment and recreational uses;
  - v) accommodation such as motels and hotels;
  - vi) non-profit clubs and organizations;
  - vii) residential uses such as street, block, stacked and back-to-back townhouses, back-to-back stacked townhouses, double-front townhouses, apartments, live-work units, and all types of *special needs* housing; and,
  - viii) *utilities*.
- b) Prohibit the following uses on lands designated as Midtown Corridor:
- i) Any individual retail store or service commercial uses, in a building, with a ground floor plate in excess of 4,645 square metres in size;
  - ii) Retail stores that require outdoor storage; and,
  - iii) Notwithstanding the provisions of Section 3.2.3.2 a), land uses which, by function, cater to automobiles rather than pedestrians shall be prohibited on lots within 125 metres of Harwood Avenue, south of Kingston Road, which do not abut the Kingston Road (Highway 2) right-of-way. This prohibition does not extend to parking lots as principal uses, existing automobile dealerships, or *new motor vehicle sales establishments* (excluding accessory service/repair facilities and the outdoor storage or display of vehicles).
- c) Notwithstanding 3.2.3.2 a) vii) townhouses are prohibited along the frontage of Harwood Avenue South.
- d) Permit townhouses, low-rise buildings and mid-rise buildings in accordance with section 3.2.4.1.
- e) Establish the maximum height limit to be 8 storeys and the minimum height to be generally not less than 2 *functional storeys*.

- f) Notwithstanding the *floor space index* requirements for Regional Corridors, as provided in the Residential Intensification section of the Prologue of this Plan, for single use non-residential buildings and mixed use buildings, require the minimum density to be a net *Floor Space Index* of 1.25. Maximum density shall be a *Floor Space Index* of 2.0.
- g) Require that ground floor animation uses, such as retail and service uses, studios, office entrances, and lobbies of residential buildings, should be provided with sufficient ground floor height to accommodate commercial uses along major public roads.
- h) To ensure that light, view and privacy is maintained for adjacent low-rise residential neighbourhoods, require *development* be set below a 45 degree angular plane measured from the property line of the adjacent low density residential area.

### 3.2.3.3 Commercial Mixed Use II

Lands designated as Commercial Mixed Use II are intended to redevelop as a major activity centre in the Town and support a broad range of uses including retail, commercial, office, cultural, entertainment, *community facilities*, and high density residential uses. Permitted uses within this designation shall serve both the daily needs of local residents and employees as well as a broader, regional market.

New *development* is expected to be designed to support a lively and active street life, characterized by high quality design standards. *Development* in these areas includes single use and mixed use *developments* that are visually attractive and reflect the importance of these areas as hubs of activity and transit priority. *Development* related to and scaled to, the pedestrian shall be required on all lands within this designation.

The amount and type of *development* permitted within this designation provides the opportunity to achieve market synergies among the various uses and create a mixture of mid-rise and taller buildings.

Accordingly the Town shall:

- a) Permit the following uses in mixed use or stand-alone buildings on lands designated Commercial Mixed Use II on Schedule 'F' Uptown Regional Centre and Midtown Corridor Land Use:
  - i) commercial uses such as retail stores, office uses, personal service shops, live-work units, studios, financial establishments and restaurants;
  - ii) institutional uses such as public health facilities, places of worship, medical offices, government offices, schools, and trade and business schools;
  - iii) community facilities such as a Transit Hub, day care facilities, public parking facilities, parks, urban squares, and open space linkages;
  - iv) arts, cultural, entertainment and recreational uses;
  - v) accommodations such as hotels;
  - vi) non-profit clubs and organizations;
  - vii) parking lots as primary uses and new motor vehicle sales establishments, excluding accessory service/repair facilities and outdoor storage or display of vehicles;
  - viii) residential uses such as street, block, stacked and back-to-back townhouses, back-to-back stacked townhouses, double-front townhouses, apartments, live-work units, and all types of special needs housing; and,

- ix) utilities.
- b) Permit, through implementing Zoning By-laws, an appropriate range of uses, building setbacks and building form which shall be determined on the basis of site-specific criteria such as, and not necessarily limited to, traffic, land use compatibility, pedestrian comfort and safety, and environmental considerations such as noise, and air quality.
- c) Permit townhouses, low-rise buildings, mid-rise buildings, and tall buildings in accordance with section 3.2.4.1.
- d) Establish the maximum height limit to be 25 storeys and the minimum height to be generally not less than 3 *functional storeys*.
- e) For single use non-residential buildings and mixed use buildings, establish the minimum density to be a net *Floor Space Index* of 1.25. There is no maximum density limit.
- f) Where existing, previously approved *development* is not in compliance with the applicable density policies of this Plan, support new *development* that contributes toward the intensification of the overall site density level on these sites and the built form policies of this designation, with the objective of ultimately achieving compliance with the applicable minimum density criterion.
- g) Require that ground floor animation uses, such as retail and service uses, studios, office entrances, and lobbies of residential buildings, be provided with sufficient ground floor height to accommodate commercial uses along major public roads.
- h) To ensure that light, view and privacy is maintained for adjacent low-rise residential neighbourhoods, require *development* be set below a 45 degree angular plane measured from the property line of the adjacent low density residential area.

#### **3.2.3.4 Employment Mixed Use**

The 'Employment Mixed Use' designation represents a transition zone between the primary residential/commercial mixed use *development* areas within Ajax's Downtown Regional Centre and the adjacent employment lands to the west. It is the intent of this Plan to establish an appropriate mix of transitional uses in this location.

*Development* in this designation includes a mix of prestige employment and commercial/office uses, characterized by high-quality design standards. As a transition zone and a buffer between the established employment area to the west and the mix of residential and commercial *development* envisioned for lands to the north, east and south, the visual attractiveness, sensitive design and consistent image of the area is of prime importance. *Development* related and scaled to the pedestrian is required on all lands within this designation.

Accordingly the Town shall:

- a) Permit the following uses in mixed use or stand-alone buildings on lands designated Employment Mixed Use on Schedule 'E' Downtown Regional Centre Land Use:
  - i) a broad variety of prestige employment and commercial activities, specifically excluding:
    - any individual retail use in a building with a ground floor plate in excess of 4,645 square metres in size;
    - uses that require outdoor storage; and/or,

- land uses which, by function, cater to automobiles rather than pedestrians, including (but not necessarily limited to) motor vehicle service centres, motor vehicle gas bars, motor vehicle washing establishments, drive-through facilities including drive-through restaurants, motor vehicle rental establishments, and taxi depots;
- ii) parking lots as principal uses and *new motor vehicle sales establishments* (excluding accessory service/repair facilities and outdoor storage or display of vehicles);
- iii) all types of office uses;
- iv) public and institutional uses, public health facilities, and places of worship;
- v) cultural, entertainment and social facilities;
- vi) non-profit clubs and organizations;
- vii) *community facilities* such as day care facilities, public parking facilities and urban squares; and,
- viii) *utilities*.
- b) Permit low-rise buildings and mid-rise buildings.
- c) Establish the maximum height limit to be 8 storeys and the minimum height to be generally not less than 3 *functional storeys*.
- d) Require the maximum density limit to be a net *Floor Space Index* of 2.0 and the minimum density to be a *Floor Space Index* of .75.
- e) Prestige Employment uses shall be developed in accordance with the policies of Section 3.3.4 of this Plan. Notwithstanding Section 3.3.4 f) of this Plan, retail and wholesale sale of products may be permitted up to 100% of the Gross Leasable Floor Area of the building.

### **3.2.3.5 GO Transit Station Mixed Use Area**

This designation is intended to represent an employment and mixed commercial area that retains its importance as an Employment Area with a target density of 50 jobs per hectare and introduces residential uses to support the nearby GO Train Station thereby allowing for living areas in close proximity to employment. Permission for residential uses will be contingent upon the creation of employment spaces to allow for live-work and apartments. In recognition of the need to address land use compatibility concerns, and the pattern of *development* in this area, this designation applies to the area 500 metres south of the Ajax GO Train Station, generally on the west side of Westney Road.

Accordingly the Town shall:

- a) Permit the following uses in mixed use or standalone buildings on lands designated as GO Transit Station Mixed Use Area on Schedule A-1, Land Use:
  - i) broad variety of prestige employment and commercial activity that is compatible with adjacent residential uses;
  - ii) office uses;
  - iii) institutional uses such as public health facilities, places of worship, medical offices, trade and business schools located in mixed use buildings;
  - iv) *community facilities* such as day care facilities within mixed use buildings, public parking facilities, parks, urban squares, and open space linkages;

- v) arts, cultural, entertainment and recreational uses;
  - vi) non-profit clubs and organizations;
  - vii) parking lots as primary uses;
  - viii) *new motor vehicle sales establishments*, subject to land use and design criteria to be outlined in the implementing Zoning By-law;
  - ix) *utilities*; and
  - x) uses that are permitted within the High Density Residential designation, provided all of the following criteria are satisfied:
    - a minimum of 50 permanent jobs per hectare is achieved on site within the first phase of *development*;
    - land use compatibility is demonstrated within the context of surrounding employment uses to the satisfaction of the Town; and,
    - *infrastructure*, transportation and servicing capacity can be provided to the satisfaction of the Region and the Town.
- b) Prohibit the following uses on lands designated as GO Transit Station Mixed Use Area on Schedule A-1, Land Use:
    - i) Any individual retail store or service commercial uses, in a building, with a ground floor plate in excess of 500 square metres in size; and,
    - ii) Retail stores that require outdoor storage.
  - c) Permit low-rise, mid-rise buildings and tall buildings in accordance with section 3.2.4.1.
  - d) Establish the maximum height limit to be 25 storeys and the minimum height to be generally not less than 3 *functional storeys*.
  - e) The maximum density limit is a *Floor Space Index* of 2.5, provided that in all *development*, employment uses represent at least one-third of the total density in stand alone or mixed use buildings. The minimum density is a *Floor Space Index* of 1.0.
  - f) Require that ground floor animation uses, such as retail and service uses, studios, office entrances, and lobbies of residential buildings be provided with sufficient ground floor height to accommodate commercial uses along major public roads.
  - g) Ensure that new residential uses are compatible with existing employment uses, including the establishment of appropriate separation distances and/or noise attenuation from employment uses to address noise, vibration and odours as part of site plan approval.
  - h) Permit, through implementing Zoning By-laws, an appropriate range of uses, building setbacks and building form which shall be determined on the basis of site-specific criteria such as, and not necessarily limited to, traffic, land use compatibility, pedestrian comfort and safety, and environmental considerations such as noise, and air quality.

### **3.2.3.6 Downtown Residential**

The Downtown Residential designation encompasses portions of Ajax's Downtown Regional Centre that are already developed for high density residential uses. Specifically, two main areas comprise this designation: the lands on the east side of Harwood Avenue South, between Kings Crescent and Bayly Street East, containing a mix of low-rise and high-rise

apartment buildings; and, the lands on the east side of Harwood Avenue South, flanking Falby Court, containing high-rise apartment buildings.

These areas and uses are expected to remain in the long-term. However, *redevelopment* of the Sherwood Gardens Apartments complex, consisting of 1950's vintage low-rise apartment buildings located on the east side of Harwood Avenue South, extending from Bayly Street East to the north side of the southerly leg of Kings Crescent, is expected when these buildings reach the end of their economic life. *Redevelopment* of this site at an overall higher density with a mix of multiple-unit structural dwelling types is anticipated, including a prominent multi-storey mixed use building at the northeast corner of Harwood Avenue South and Bayly Street East.

Where *redevelopment* does occur, it will be characterized by high standards of urban/architectural design and landscaping. Given these areas' prominence and exposure within the Downtown, the design quality of open space features, buildings and associated landscaping must reflect the high standards set for Ajax's Downtown Regional Centre. The visual attractiveness and consistent image of these areas is of prime importance.

Accordingly the Town shall:

- a) Permit the following uses on lands designated as Downtown Residential on Schedule 'E' Downtown Regional Centre Land Use:
  - i) residential uses such as street, block, stacked and back-to-back townhouses, back-to-back stacked townhouses, double-front townhouses, apartments, and live-work units;
  - ii) mixed used residential buildings where retail, commercial and/or office uses are an integral component of a primarily residential building;
  - iii) *community facilities* such as day care facilities, parks, urban squares and open space linkages; and,
  - iv) *utilities*.
- b) Block townhouse units facing or having direct pedestrian access to Harwood Avenue South, Kings Crescent, or Falby Court shall be designed as live-work units allowing office and home-based business type uses within the dwelling unit, together with residential space. To facilitate these live-work opportunities, pedestrian access to these units from Harwood Avenue South, King's Crescent, or Falby Court should avoid dramatic grade changes, or excessive stairs.
- c) Prohibit the following uses on lands designated as Downtown Residential on Schedule E Downtown Regional Centre Land Use:
  - i) Any individual retail store or service commercial uses, in a building, with a ground floor plate in excess of 4,645 square metres in size; and,
  - ii) Retail stores that require outdoor storage.
- d) Notwithstanding 3.2.3.6 a) i), townhouses are prohibited along the frontage of Harwood Avenue South.
- e) Permit townhouses, low-rise buildings, mid-rise buildings, and tall buildings in accordance with section 3.2.4.1.
- f) Establish the maximum height limit to be 25 storeys and the minimum height to be generally not less than 3 *functional storeys*.
- g) For mixed use residential buildings there is no maximum density limit. However, the minimum density required is a *Floor Space Index* of 1.75.

- h) Further, the overall density of any *development* project (i.e., the combined density of the residential components of a given project) shall achieve a minimum density level of 90 units per net hectare. For projects involving the intensification of a site containing existing residential units, the existing units may be considered as a component of the overall *development* for the purposes of calculating the overall density. In this regard, where existing, previously approved *development* is not in compliance with the applicable density policies of this Plan, it is intended that new *development* on these sites contribute toward the intensification of the overall site density level, with the objective of ultimately achieving compliance with the applicable minimum density criterion.
- i) Require that ground floor animation uses, such as retail and service uses, studios, office entrances, and lobbies of residential buildings be provided with sufficient ground floor height to accommodate commercial uses along major public roads.
- j) To ensure that light, view and privacy is maintained for adjacent low-rise residential neighbourhoods, require *development* to be designed to incorporate transitional zones consisting of measures such as:
  - i) Landscaped areas;
  - ii) Appropriate setbacks; and,
  - iii) Stepping back the upper floors away from the low-rise areas.

### 3.2.3.7 Downtown Community Amenity

The Downtown Community Amenity designation is intended for the accommodation of major *community facilities*. *Development* in these areas will be characterized by high standards of urban/architectural design, and must be related and scaled to the pedestrian. The Downtown Community Amenity designation provides the opportunity to locate facilities that will serve an important role in attracting people to Downtown Ajax, generating a high level of social activity. As *community facilities*, the design quality of open spaces, buildings and associated landscaping must set the standard for the Downtown.

Accordingly, the Town shall:

- a) Permit the following uses on lands designated as Downtown Community Amenity on Schedule 'E' Downtown Regional Centre Land Use:
  - i) public uses;
  - ii) low intensity commercial uses such as professional offices and/or an art gallery, specialty boutiques, studios;
  - iii) ancillary retail uses;
  - iv) cultural and social facilities, such as a library and/or a theatre;
  - v) recreational facilities;
  - vi) *schools* and places of worship;
  - vii) *community facilities* such as day care facilities, parks, playing fields, urban squares and open space linkages; and,
  - viii) *utilities*.
- b) The Ajax Community Centre (ACC) shall provide a wide range of recreational and related uses for the residents of the Town.

- c) Opportunities to improve access through the area shall be explored by the Town looking at the connection of Kitney Drive to Centennial Road, and a link between Kitney Drive/Centennial Road and Harwood Avenue South.

If, through this review, an east-west link between Kitney Drive/Centennial Road and Harwood Avenue is constructed and ACC lands form the northwest corner of Harwood Avenue South and the new east-west link, a public use building with associated amenity areas and ancillary retail and/or office commercial uses shall be permitted at the northwest corner of the intersection without an Amendment to this Plan.

### 3.2.3.8 Hospital-Related Mixed Use

The 'Hospital-Related Mixed Use' designation is intended to accommodate major public and private sector facilities related to health care, including housing for seniors and others requiring health care assistance.

*Development* in the Hospital-Related Mixed Use designation will be characterized by high standards of urban/architectural design, be constructed using high-quality materials, and must recognize and complement the operation of the Rouge Valley Health Centre. Similarly, the quality of the landscape treatment must set a high standard for the Downtown Regional Centre.

- a) Permit the following uses on lands designated as Hospital-Related Mixed on Schedule E Downtown Regional Centre Land Use:
- i) hospital facilities;
  - ii) public and private sector health care facilities;
  - iii) office uses and research centres associated with the hospital and/or other public or private sector health care facilities;
  - iv) nursing homes, senior citizens' apartments, specialized care facilities, palliative care facilities, convalescent homes and/or other residential facilities geared to those residents who require health care assistance;
  - v) recreational facilities;
  - vi) *community facilities*, such as day care facilities, parks, urban squares and/or open space linkages;
  - vii) ancillary retail uses;
  - viii) residential uses such as street, block, stacked and back-to-back townhouses, back-to-back stacked townhouses, double-front townhouses, apartments; and,
  - ix) *utilities*.
- b) Permit townhouses, low-rise buildings, mid-rise buildings, and tall buildings in accordance with section 3.2.4.1.
- c) Establish the maximum height limit to be 25 storeys and the minimum height to be generally not less than 2 *functional storeys*.
- d) For single use non-residential buildings and mixed use buildings, the minimum density required is a *Floor Space Index* of 1.25. There is no maximum density limit.
- e) New *development* within the Hospital-Related Mixed Use designation that is adjacent to and overlooking playing fields/open space areas associated with the Ajax Community Centre will provide for direct pedestrian access to these areas, and building façades facing these spaces shall have a frontal expression incorporating a high level of architectural treatment.

- f) New *development* in the vicinity of the hospital shall be sensitive to the needs for a safe approach for air ambulances.

### 3.2.3.9 Downtown Open Space

The Downtown is intended to include a variety of open space features, including parks, urban squares, and open space linkages, connecting to the broader greenway system of the Town.

The Downtown differs from suburban neighbourhoods in that it typically requires smaller but more frequent, pieces of open space, distributed strategically throughout the district to enhance adjacent *development* and pedestrian activity/circulation. It is the intent of this Plan to promote open space features as key aesthetic and functional components of the Downtown, to complement the anticipated higher intensity and pedestrian-oriented forms of *development*.

The Downtown Open Space designation includes five major open space areas currently existing in the Downtown: the Clements Woodlot; the Ajax Community Centre playing fields situated west of Centennial Road; the Southwood Park trailhead; Lord Durham Park; and, the parkette located just north of Bayly Street between Commercial Avenue and Monarch Avenue. These areas are designated Downtown Open Space on Schedule 'E'.

The Downtown Open Space designation will also apply to a future Central Park, which is identified symbolically on Schedule 'E'. It will provide a centralized focus for the neighbourhood and will be flanked by streets and/or residential *development* with units facing onto the park.

It is intended that these identified components of the open space system will be enhanced through additional urban squares and open space linkages as *development* and *redevelopment* occurs within the Downtown. These other components, which are not specifically designated on Schedule 'E', are generally anticipated to be smaller, passive spaces reflecting the urban character of the Downtown.

- a) Permitted Uses - The Downtown Open Space designation permits:
- i) public outdoor recreational facilities, such as skating rinks and amphitheatres;
  - ii) stormwater management ponds and naturalized areas, such as woodlots;
  - iii) *community facilities* such as parks, urban squares and open space linkages; and,
  - iv) *utilities*.
- b) Parkland Dedication - The anticipated unit yields within the Downtown may, in the long-term, generate an excess of public land dedications through the application of the alternative parkland dedication provisions of the Planning Act that cannot be accommodated within the Downtown. As such, reduced parkland dedication requirements for *development* within the Downtown may be considered through a Downtown Community Improvement Plan, for specific types of *development*, which, among other requirements, conform to the policies of this Plan.
- Lands used for storm water management facilities shall not be considered as any part of the parkland dedication requirement provided via the Planning Act.
- c) Parkland Acquisition - The Town may acquire lands anywhere within the Ajax Downtown for the purposes of establishing an urban square, park or open space linkage. All such features shall be shown on site plans or draft plans of subdivision and, where deemed appropriate by the Town, shall be conveyed to the Town in accordance with the policies of this Plan.

- d) Central Park - A new neighbourhood 'Central Park' open space feature, approximately 1.0 hectare in size, shall be located in the vicinity of Commercial Avenue, south of Hunt Street and north of Bayly Street West. It is identified symbolically on Schedule 'E'. This park will provide a centralized focus for the neighbourhood, will allow for public access from many directions, and will be surrounded by streets and/or residential *development* with units facing onto the park.

The Central Park shall be one component of a broader network of open space features to be located both internally and peripherally within the designation. New *development* that surrounds these spaces will provide for direct pedestrian access to these open space features, and the features themselves, like the Central Park, shall be framed by an urban edge of streets and front facing buildings.

- e) Dedication Credit For Private Urban Squares - In certain situations, condominium *developments* may provide an urban square as part of their *development* that remains in private ownership. At its discretion, the Town may accept these urban squares as fulfilling, in whole or in part, the parkland dedication requirements of the municipality if all of the following conditions are met:
- i) the urban square is designed and maintained to the standards of the Town;
  - ii) the urban square is, in the opinion of the Town, functional public open space, and any future alterations to the open space feature meet the design requirements of the Town;
  - iii) the urban square is visible, open and accessible to the public at all times; and,
  - iv) the condominium corporation enters into an agreement with the Town to ensure that the previous conditions are met, to the satisfaction of the Town.
- f) Park Concept Plan Required - All urban squares, parks and open space linkages shall be designed and built to the satisfaction of the Town. The functional design of each component of the open space network will be appropriate for the nature and character of adjacent *development*.

All Site Plan and Subdivision/Condominium applications are required to have a park or urban square Concept Plan filed with the Town prior to approval. Such concept plans are to be prepared by the proponent's Landscape Architect in consultation with the Town, and shall include preliminary design details regarding grading, landscape plantings, surface materials and the location of any buildings, structures and facilities for all open space components within the area of the application.

### **3.2.3.10 Village Centre**

- a) A variety of core planning principles are integral to improving and revitalizing the Village Centre. These are as follows:
- i) Heritage, Arts and Culture – The unique character of the Village Centre as a heritage area and arts and cultural hub for the Town will be preserved and enhanced. As part of this effort, the Town shall:
    - improve/modernize and expand community arts and cultural facilities, such that the Village Centre further evolves as a focus for arts and cultural activities in the Town and as a regional tourism destination;
    - improve the safety, comfort, convenience and attractiveness of pedestrian connections (e.g., sidewalks, walkways and road crossings) between arts and cultural facilities, retail areas, and natural heritage areas within and adjacent to the Village Centre, to encourage comfortable and safe pedestrian movement between these locations;

- promote the preservation of key historical anchor buildings (including places of worship) through designation, adaptive re-use, sensitive incorporation/integration as part of new *development* projects, or other means; and,
  - promote the maintenance and enhancement of the existing tree canopy.
- ii) Character and Built Form – The heritage qualities and character of pre-WWII *development*, in terms of streetscapes, urban design and built form, shall be preserved, and sensitive, complementary forms of high-quality architecture/urban design shall be implemented in all new (*re*) *development* projects. In this regard, new *development* and improvement projects shall:
- incorporate appropriate design features reminiscent of older properties;
  - provide urban design and built form that is scaled to, and accommodates the needs of, the pedestrian in the *public realm*, in the first instance; meaningfully reinforces the *public realm* through entrances and window placement; is transit-supportive; and, is contextually-sensitive to the area’s historic character and surrounding natural features;
  - be subject to review in terms of adherence to urban design guidelines for Pickering Village (including streetscape controls), to ensure consistency with the intent of the guidelines to maintain Village character;
  - complement, respect and preserve the character associated with heritage buildings and properties; and,
  - respect the form, style, setting and scale of existing historic house-form residential *development* in instances where new *development* is proposed, where existing dwellings are converted to accommodate non-residential purposes, and where expanded *development* is proposed on or adjacent to lots featuring existing historic dwellings.
- iii) Beautification – The appearance and aesthetics of the Village Centre shall be promoted and enhanced through beautification efforts and improvements. Accordingly, the design of new *development* and *redevelopment* projects shall:
- contribute to achieving a uniform and consistent streetscape through a common palette of furnishings along streets and in front/exterior yards, including pedestrian lighting, banners, benches, transit shelters, waste containers, bollards, bicycle racks, and planters;
  - accommodate public art at gateway locations, urban squares, trailheads, and key intersections;
  - seek, along Old Kingston Road, Kingston Road, and Church Street, to bury or relocate existing overhead hydro lines; and,
  - provide widened sidewalks and pedestrian amenity spaces between the curb and street-facing building façades.

- iv) Business Improvement – As part of efforts to create a complete, balanced community, with local opportunities to live, work, shop and play, business improvement within the Village Centre shall be promoted, while remaining sensitive to adjacent residential uses. In this regard, the Town shall promote:
- increased retail diversity and commercial opportunities, with an appropriate mix of service commercial, office and retail uses;
  - niche retail, specialty stores, boutiques, and galleries;
  - smaller scale general retail establishments, including retail uses that serve the day-to-day needs of local residents, businesses, and employees;
  - an appropriate locational distribution of service commercial, office and retail *development* throughout the Village Centre, with an emphasis on retail uses at grade in areas of higher existing and/or planned pedestrian activity – in particular along Old Kingston Road, along the south side of Kingston Road West between Randall Drive and Church Street South, and along Church Street South between Kingston Road West and the Randall Drive/Lincoln Street intersection - to improve the vibrancy and distinctiveness of the Village core and enhance pedestrian activity;
  - appropriately designed public and private spaces that will provide a range of cultural activities and events to attract people, boost tourism and increase business trade; and,
  - new public spaces, along with improvements to the *public realm*, which will provide for a range of activities and events.
- v) *Development* Incentives – Under the umbrella of a Community Improvement Plan, the Town may consider offering a variety of *development*/improvement incentives. Qualification criteria shall be identified in this Plan and/or within a Community Improvement Plan and shall be directly tied to conformity with the policies of the Official Plan and any additional urban design guidelines approved by the Town for Pickering Village.
- vi) Core Area Intensification – New *development* along the south side of Kingston Road West between Church Street South and Randall Drive, and along Church Street South between Kingston Road West and Randall Drive/Lincoln Street, shall be more intensive, with higher residential densities, than generally is found elsewhere in the Village Centre, featuring multi-storey/mixed use buildings.
- vii) Transportation and Connectivity – The Village Centre is ideally suited to accommodate pedestrian-oriented, transit-supportive *development*. Accordingly, it is the intent of this Plan that (*re*)*development* and improvement projects shall reflect fundamental design elements that meaningfully contribute to, and reinforce, the *development* of a vibrant, active *public realm* with pedestrian activity morning, afternoon and evening, all days of the week. As part of this effort, (*re*)*development* projects and improvements shall:
- in the case of road improvements, be of a design/configuration to reinforce the vehicular design speeds on roads; support transit; maintain or increase overall existing levels of on-street parking in the Village Centre; encourage increased pedestrian/cyclist comfort and safety; and, provide safe, convenient pedestrian crossings and routes,

with a particular emphasis on north-south pedestrian connections across Kingston Road West;

- create, expand and improve the fine-grained network of safe-functioning pedestrian walkways and connections (including mid-block connections and front-to-rear access routes), urban squares, and public open spaces envisioned for the Village; and,
- implement, in all possible instances, an access management strategy to allow for consolidation of traffic access points and shared driveways, including the implementation of shared access easements as *(re)development* projects are considered.

- b) Permitted within the Village Centre designation in appropriate locations are such uses as retail stores and personal service shops, financial institutions, restaurants, medical or professional offices, bed and breakfast establishments, and any residential uses permitted within the Low Density Residential and Medium Density Residential designations. High density housing as part of mixed use *development* is also permitted on lots along the south side of Kingston Road West, between Church Street South and Randall Drive, and along both sides of Church Street South, between Kingston Road West and Randall Drive/Lincoln Street. Mixed use residential *development* is permitted throughout the Village Centre; retail uses shall be encouraged to be grade-related with residential and/or office uses located on upper floors. Residential densities shall be in accordance with the Low Density Residential and Medium Density Residential designations of this Plan.

New auto-oriented land uses, including (but not necessarily limited to) motor vehicle service centres, gas bars, motor vehicle washing establishments (manual and automatic), motor vehicle sales establishments, and drive-through facilities including drive-through restaurants, shall not be permitted.

- c) Lands along Kingston Road, Old Kingston Road and Church Street South shall be developed for a mix of appropriate land uses. Lands along Kingston Road, east of Church Street, will support residential, service commercial and office uses. Limited retail commercial uses are also permitted within existing house form buildings. In order to preserve the area's heritage character and original house form buildings, the mix of uses will be established predominantly through the sensitive conversion of the original building stock and through appropriate, complementary intensification on lots in conjunction with the same.
- d) The residential heritage character of buildings along Church Street South, south of the Randall Drive/Lincoln Street intersection, shall likewise be preserved and enhanced where possible. In this area, *development* shall consist of residential and/or office/commercial conversion projects involving the conversion, improvement, expansion and/or replacement of existing structures in a manner that respects the original house form residential character of the streetscape.
- e) Lots along the south side of Kingston Road West between Church Street South and Randall Drive, and along Church Street South between Kingston Road West and Randall Drive/Lincoln Street, shall support more intensive *development*. Residential mixed use projects and mid-rise multi-storey buildings are appropriate. In cases where smaller parcels exist, this intensity of *development* will not be permitted unless land assembly occurs prior to *redevelopment*, given the intensive, multi-storey/mixed use *development* intended for this core area.

- f) New *development* and *redevelopment* along Old Kingston Road shall reflect this street's status and character as the Village 'Main Street' and historic commercial core. In terms of land uses, buildings along the street shall support residential, retail, service commercial, and office *development*.
- g) *Compatible Development* – *Compatible development* within the Village Centre means *development* that may not necessarily be the same or similar to the existing buildings in the vicinity, but nonetheless enhances the nature and character of the area and co-exists with existing *development* without causing any undue adverse impact on surrounding properties.
- If *development* conforms to the policies of this Plan, it is considered compatible. To ensure that the impacts of new *development* are appropriately considered, *development* proponents may be required to prepare a *Development Compatibility Report*, to the satisfaction of the Town, that will ensure that all undue, adverse impacts on adjacent residential land uses are identified and appropriately mitigated. Impacts that are to be assessed in the *Development Compatibility Report* may include:
- shadow;
  - privacy;
  - noise;
  - lighting/illumination;
  - vibration; and,
  - any other matters considered appropriate by the Town.
- h) Within the Village Core Area, consisting of lots along the south side of Kingston Road West between Randall Drive and Church Street South, and lots along both sides of Church Street South between Kingston Road West and Randall Drive/Lincoln Street, buildings shall have a minimum height of 2 storeys and a maximum height of 6 storeys. The ground floor of buildings in this area shall have a minimum clear floor-to-ceiling height of 4 metres for a depth of at least 20 metres in from any front and/or exterior side façade.
- i) Along Old Kingston Road, buildings shall have a minimum height of 2 storeys and shall generally not exceed a height of 4 storeys.
- j) Buildings elsewhere within the Village Centre designation shall generally be limited to a height of 3 storeys.
- k) Exceptions to the building height limitation may be permitted in order to address topography and/or site grading matters, subject to appropriate integration with surrounding *development*. Public utility buildings (e.g., pumping stations) are not subject to minimum or maximum height requirements within the Village Centre.
- l) The height restrictions identified in this Plan do not apply to elevator enclosures, mechanical penthouses, and rooftop access enclosures (such as access ways to rooftop gardens), or to architectural elements such as spires, belfries, cupolas, parapets, or similar rooftop treatments. Nor shall such features/elements be considered in calculating a building's height.
- m) For lots along the south side of Kingston Road West between Randall Drive and Church Street South, and lots along both sides of Church Street South between Kingston Road West and Randall Drive/Lincoln Street, buildings shall have a minimum FSI of 1.0 and a maximum FSI of 3.25. Buildings along Old Kingston Road

shall have a maximum FSI of 2.0. Elsewhere in the Village Centre, the maximum *floor space index* for any commercial or mixed use building shall not exceed 1.5. No individual retail use in the Village Centre may exceed 300 square metres of gross floor area.

- n) Buildings/Built Form – The siting of buildings shall contribute to the creation and preservation of well-defined view corridors. Primary attention shall be given to landmarks and termination of views with attractive features, buildings or open spaces. In this regard, the tower and steeple of St. Francis de Sales Church, looking south from Church Street North, shall be of paramount concern. The location, orientation and massing of buildings shall be arranged such that the public face(s) of buildings (i.e., façades that face the *public realm*) present high-quality, attractive, and architecturally detailed façades that respond to adjacent roads and open spaces. Those façades that face the *public realm* shall exhibit the greatest level of pedestrian orientation and architectural detail. All new *development* shall be consistent with the following policies related to buildings and built form:
- i) Buildings shall have their primary entrances, windows and signage facing onto public roads. Buildings and their main public entrances shall be oriented and present a front-facing façade toward adjacent public roads to provide convenient, attractive and direct access to pedestrians and public transit. The ‘frontal’ expression of street-facing façades shall be facilitated through the detailing of entrances, windows, signage and architectural elements. The detailing and proportions of buildings shall be sensitive to the historic context.
  - ii) Buildings shall promote a pedestrian-oriented streetscape through pedestrian scale, the provision of appropriate/transparent windows at grade level, prominent and sheltered entrances, and the use of high-quality materials. Buildings are to be designed using techniques (i.e., architectural design, setbacks for the upper storeys of buildings, landscape treatment, building siting, etc.) to create a comfortable environment at ground level, where pedestrians’ perception of building mass and/or height is mitigated. A comfortable, human-scale interface along the street and abutting public open spaces shall be a primary consideration.
  - iii) Buildings are to be sited generally parallel to the public street (to define the street edge/wall) and along the edges of parks, urban squares, and other open space features. The public faces of buildings shall align with the public faces of neighbouring buildings so as to present a consistent edge condition defined by the building faces lining streets, squares and public spaces.
  - iv) Buildings shall be sited and organized so that all streets, parks, natural open spaces, and urban squares are overlooked by active, high-quality building façades. In this regard, façades shall be animated by doors/windows, and reflect a high level of architectural detailing, in order to create front-facing built form edges to the *public realm* and ensure an attractive, comfortable and safe pedestrian environment. New buildings shall not be permitted to back onto adjacent streets, parks, natural open spaces, and/or urban squares.
  - v) In the Village Centre, the Town shall approach improvements to streetscapes in a hierarchical manner, according to the planned intensity of pedestrian activity, employing a common palette of design elements and street furnishings. Further, given that the provision of community services, restaurants, cafes, stores and display windows at grade provides visual interest, encourages the use of sidewalks, promotes retail continuity and viability, and contributes to a safer and more vibrant pedestrian environment,

an appropriate mix and distribution of land uses shall be implemented in support of the streetscape hierarchy.

- vi) To reflect the importance of corner properties, buildings should be sited and massed close to intersections. However, in instances where the intersection corner is developed for a signature urban square, where a larger setback is required for tree preservation purposes, or where the view of a building or feature terminating a significant view corridor needs to be preserved, it may be appropriate to consider a greater setback. In such instances, that part of the perimeter of the urban square or yard that is not abutting a street edge or intersection corner shall be substantially flanked by active building façades.

- vii) As with corner properties, the advantages of location, better visibility, light and view make various gateway sites within the Village Centre good locations for landmark features. Consequently, corners and gateway sites shall be occupied by prestigious, signature buildings and/or an urban square featuring enhanced landscaping and pedestrian amenities. The gateway sites within the Village Centre are located along Kingston Road at Duffins *Creek*/Elizabeth Street and Rotherglen Road, at the intersection of Old Kingston Road and Kingston Road, and at Memorial Park along Church Street North.

Building designs for corner properties and gateways shall have the highest level of architectural detailing and articulation, a distinct architectural appearance, and shall address adjacent intersections by enhancing the presence of each building through massing, height, architectural detail and framing the intersection.

- viii) The building/street relationship is fundamental to the animation of the street and in enhancing the heritage character of the Village Centre. As such, setback regulations and build-within zones shall be implemented through appropriate zoning regulations for all properties within the Village Centre designation.

Within the core area (i.e., lots along the south side of Kingston Road West between Randall Drive and Church Street South, and lots along both sides of Church Street South between Kingston Road West and Randall Drive/Lincoln Street), buildings shall locate a substantial portion of their front and exterior side walls within a defined zone on the lot. These build-within zones shall set both a minimum and maximum setback from the street.

Outside of the core area, *development* within the Village Centre designation shall reinforce existing building lines along the street. In this regard, new buildings are to follow the average setbacks of existing buildings on either side. In cases where an urban square or patio is proposed between a building and a street, the design of the urban square or patio shall visually carry through the line of the street wall.

- ix) Front entrances for institutional buildings, commercial buildings, mixed use buildings, and residential apartment buildings should be flush with grade to facilitate accessibility and provide active uses at grade that promote pedestrian activity.
- x) Architectural variety is crucial in creating a visually stimulating environment. Through subtle variations in the façade treatment, streetscapes composed of buildings of similar style and form can succeed in projecting an image of architectural richness and variety. For individual buildings, large areas of monotonous and repetitive façades or ‘blank’ walls shall be avoided. A more

- textured architectural quality is to be achieved by introducing variation in elements of the façade treatment. Variation in three-dimensional elements, such as balconies, bay windows and porches, cornices, window trims and entrances, shall be used to create a dynamic façade appearance.
- xi) Private garages associated with low and medium density residential dwellings should be accessory to and detached from the associated dwelling unit, and designed in a similar style, using similar exterior materials and architectural finishings as the main dwelling.
  - xii) Overhead doors, or doors for waste disposal/recycling, shall not be located in a wall facing any adjacent street or public open space area, unless they can be adequately screened from view, to the satisfaction of the Town. When located to the side and/or rear of a building, such elements shall be screened from view from streets and open space areas by a building(s), wing wall, hard/soft landscape treatment, and/or grading treatment.
  - xiii) Garbage, waste and recycling storage shall be contained within an enclosed building, generally a room attached to the main building. Garbage, waste and recycling associated with any restaurant use shall be contained within a climate-controlled room.
  - xiv) Wherever possible and feasible, existing overhead hydro lines on Church Street, Kingston Road and Old Kingston Road should be buried underground or relocated to a less obtrusive area. Wherever possible or feasible, the Town will encourage utility providers to bury utility lines in common trenches. Consideration shall be given to locating transformers within main buildings.
  - xv) All rooftop mechanical equipment shall be screened within the structural elements of the roof or through the vertical extensions of parapets only. In addition, the design of rooftops of buildings having five or more storeys will need to account for their landmark characteristics. Accordingly, rooftops shall be designed as architectural elements that enhance the appearance and presence of the building, such as by concealing elevator penthouses or incorporating antennae as an integral architectural element. Rooftop lighting that highlights the landmark character of these buildings will be encouraged.
  - xvi) Air conditioning units for institutional, commercial, or mixed use buildings shall not be permitted at grade or mounted on a street-facing façade.
  - xvii) No cell towers shall be permitted in or within 120 metres of the Village Centre.
- o) Transitional Space – The space between the building wall and the road right-of-way constitutes an important visual element of the streetscape. In this regard, front yards and exterior side yards shall be appropriately landscaped and integrated with the public boulevard landscape treatment. The type and character of the landscape treatments shall be appropriate for the adjacent land use. The space between buildings having different land use characteristics also serves as an important transitional buffer area in terms of land use compatibility. All non-residential and mixed use *developments* that abut single use residential *developments* shall be buffered by appropriate intervening landscaping, to facilitate compatibility and sensitivity between land uses, and ensure an attractive interface with adjacent residential *development*.

- p) Parking Strategy – The provision of parking within the Village Centre shall be approached in a manner which acknowledges the limitations of applying standard parking requirements to an area based on a 19<sup>th</sup> century *development* pattern, but also seeks to minimize the effects of this limitation. Accordingly, a variety of strategies shall be used to address parking in the Village Centre, including the following:
- i) Shared Parking Encouraged – Sharing of parking areas will be encouraged within the Village Centre, subject to the Town’s evaluation of *development* proposals.
  - ii) Access Management Strategy – Wherever possible, *development* applications shall be considered on a comprehensive basis in association with abutting lands, with consideration given to consolidating access points, as well as shared parking, at the time of (*re*)*development*. Where implementation is not possible at the time of *redevelopment*, appropriate arrangements shall be made through the site plan process to accommodate future shared parking and consolidated access. These arrangements include, but are not limited to, reciprocal mutual accesses, easements, and/or agreements implemented through the site plan review process. This access management strategy to consolidate driveways and access aisles, and create additional curb space for on-street parking, shall not only be implemented through (*re*)*development* proposals, but actively encouraged in order to improve existing conditions.
  - iii) On-Street and Structured Parking Encouraged – On-street parking shall be considered on Elizabeth Street and all local roads in the Village Centre west of Church Street. Parking in structures should be located below grade wherever possible. The street face of any above-grade parking garages should be faced with active uses. Vehicular entrances to below grade or structured parking and service areas should occur within the building.  
  
Should the Town acquire jurisdiction of Church Street South, the provision of formalized on-street parking on Church Street South shall be investigated, through parallel parking stalls along the edge of the paved road allowance or the construction of dedicated parking lay-bys. Consideration of on-street parking arrangements shall take into account the role and function of Church Street South, including future traffic volumes, transit services, and access scenarios.
  - iv) Area-specific Parking Standards – Through the Zoning By-law, area specific parking standards for the Village Centre shall be implemented, in recognition of the area’s historical origins and the planned function of Kingston Road as a primary transit corridor.
  - v) Parking May Be Provided Off-Site – On-site parking will not be a prerequisite for *development* within the Village Centre designation if the Town is satisfied that adequate off-street parking can be provided in proximity of the site. ‘Proximity’ shall be based on such factors as intervening roads, the provision of direct pedestrian entrances to the proposed building(s) from the sidewalk, the nature of connecting pedestrian routes, and other barriers to convenient pedestrian movement.
  - vi) On-Street Parking May Be Credited – Adjacent on-street parking spaces provided on either the local, collector, or arterial roads within the Village Centre may, at the discretion of the Town, be credited towards the required on-site parking facilities.

- vii) Signage – Where appropriate, wayfinding signage shall be implemented to direct motorists to areas of available parking.
- viii) Public Parking Authority – The Town may investigate the establishment of a public parking authority to provide public parking lots (surface lots and/or structured parking facilities) within the Village Centre.

Appropriate strategies shall be considered as *(re)development* applications are evaluated. To assist in this regard, the Town may require a proponent to submit a detailed parking demand analysis undertaken by a qualified professional.

- q) Wherever possible, *development* applications shall be considered on a comprehensive basis in association with abutting lands, with consideration given to consolidating access points as well as shared parking. On-site parking will not be a prerequisite for *development* within the Village Centre designation if the Town is satisfied that adequate off-street parking can be provided in proximity of the site. The Town may:
  - i) opt to receive a cash payment in lieu of individual parking facilities; or,
  - ii) exempt *development* from any parking or cash-in-lieu requirement.

Cash-in-lieu payments, where required, will be placed in a reserve fund to be expended in accordance with the provisions of the Planning Act, and will be used to provide consolidated parking facilities in and around the Village Centre designation.
- r) Parking/Loading Facilities - Parking, loading and service areas should have the least possible impact on the streetscape and public open spaces. Therefore, the location and design of on-site parking, loading and service areas need to be carefully considered and coordinated with the pedestrian realm. Accordingly, the following policies shall apply:
  - i) Large surface parking areas are generally discouraged and, in the long-term, parking is encouraged to be located in structures, either above or, more preferably, below grade. Where surface parking must be provided, the visual impact of large surface lots shall be mitigated with a combination of setbacks, significant landscaping and pavement treatments including low walls, landscape materials, trees and lighting throughout parking lots and along the edges. Parking areas should be designed with clear pedestrian routes that are defined with landscape treatment.
  - ii) For all *development* other than a detached dwelling or a detached dwelling converted to accommodate commercial or residential mixed use purposes, surface parking, loading and servicing areas shall not be located within the front and/or exterior side yard between any particular building and the front and/or exterior side lot line.
  - iii) Where a detached dwelling is converted and the lot configuration/building siting permits parking to be provided in a rear and/or interior side yard, appropriate use of the same shall be made in order to satisfy parking requirements before any other yard is used to meet minimum parking requirements. However, in no instances will a front and/or exterior side yard be used to provide surplus parking.
  - iv) Parking facilities, driveways and service areas are to be located in a manner that has a minimal physical impact on public sidewalks, on-street parking and accessible public open spaces. Shared driveways and service courts at the side and rear of buildings are encouraged to provide for these functions.

- v) Surface parking lots shall be sufficiently set back from property lines so that appropriate landscaped buffers can be provided, while encouraging the safe use of these spaces. The setback area should be appropriately landscaped to define street edges and maintain the visual continuity of adjacent building walls. In order to provide safety and amenity for pedestrians, parking areas shall be screened with semi-transparent techniques (hard and/or soft landscape elements) to allow casual observation for safety. When adjacent to a public road right-of-way, the landscaping strip shall include a low wall, fencing, raised planting bed, trees and/or other landscape elements, both hard and soft, to lessen the visual impact of parking.
- vi) When parking lots are adjacent to other parking lots located in an interior side yard and/or a rear yard, the setback and buffering requirements may be reconsidered in order to allow the parking areas to be amalgamated and used jointly.
- s) The Village Pedestrian Experience - Roads, sidewalks, walkways and various open space features, including urban squares, provide the basic structure for pedestrians' experience of the Village. Of equal importance is the close relationship of adjacent buildings to these elements. It is considered a fundamental principle of this Plan that the Village Centre be pedestrian-oriented, which requires a comprehensive, connected and well-designed pedestrian network featuring elements such as sidewalks, walkways (including internal site connections to the *public realm*), appropriate parking arrangements, open spaces, and public trails.

Accordingly, *development* within the Village Centre shall be easily accessible by public transit and by pedestrians through an interconnected network of civic squares, walkways, sidewalks, open spaces, public trails, and outdoor patios. Private and/or public open spaces shall be provided in conjunction with *development* applications. In this regard, civic squares shall be provided in the Village Centre as *(re)development* occurs. These components will be linked by a network of public sidewalks and walkways. All new *development* shall be consistent with the following policies intended to facilitate a comfortable, safe, attractive and convenient pedestrian experience:

- i) Sidewalks shall be provided along all public road rights-of-way within the Village Centre. All public sidewalks shall be directly linked to adjacent open space features and trailheads, urban squares, courtyards, main entrances to adjacent buildings, mid-block connections and front-to-rear access routes.
- ii) Urban (or civic) squares are public and/or private spaces related to the adjacent *development*, but which contribute to the broader network of open spaces throughout the Village Centre. Courtyards are private open spaces specifically related to adjacent *development*. It is a primary objective of the Town that urban squares/courtyards be implemented in the Village Centre. These features will provide year-round gathering spaces and serve as cultural landmarks. The functional and spatial characteristics of urban squares/courtyards will depend on building typology and site size. However, the general design of all urban squares/courtyards shall exemplify the pedestrian-oriented, heritage character of the Village Centre and shall be consistent with the following design parameters:
  - urban squares are to be planned as focal points for adjacent urban *development*;

- streetscapes that abut an urban square shall be designed to reinforce a high-quality, formalized relationship between the square, its adjacent land use and the road right-of-way;
- buildings shall front onto an urban square/courtyard to create built form edges to the space;
- entry and access points shall be located conveniently and incorporate design themes that promote the use and enjoyment of the urban square throughout the year; and,
- hard and soft landscape elements and features shall be incorporated into the design of the urban square/courtyard to define and articulate activity areas, circulation, entry points, seating and gathering spaces.

Where required through the *development* review process, *development* applications shall include design concepts for urban squares that provide appropriate grading, pedestrian and landscape facilities, and co-ordinated/ shared parking, service areas and automobile access to maximize pedestrian-oriented, landscaped open space. Urban squares shall be readily accessible to the public.

- iii) Mid-block pedestrian connections shall be provided, where appropriate, within *development* parcels to facilitate convenient access to public destinations such as *schools*, parks, urban squares and public transit, as well as to provide front-to-rear access to parking areas located behind buildings. These are intended to be designed as pedestrian landscaped mews and should be appropriately lit, landscaped and maintained for public use.
- iv) Pedestrian weather protection, which may include covered porches, doorway niches, awnings, canopies, or colonnades, shall be provided for main pedestrian entrances and/or walkways along active building façades through the review of *development* applications.
- v) Fencing between adjacent *developments* and adjacent parking lots is discouraged. To promote pedestrian safety through passive surveillance, opaque barriers (e.g., wing walls, masonry walls, fencing in combination with heavy landscaping, etc.) should be used only for screening purposes, and not in locations where views of pedestrian areas (parking lots, walkways, patio areas and building entrances) would be compromised.
- vi) The removal of existing mature trees that are worthy of preservation is discouraged. The design of surface parking areas, driveway locations, and landscaped areas, and the siting of buildings, shall accommodate, where possible, the retention of existing mature trees. Open space areas, such as squares, patios or yards, are encouraged to be sited and designed to incorporate existing tree specimens as a means of preserving them in the context of *development*.
- vii) Road, sidewalk and pedestrian crossing improvements within the Village Centre shall be designed to facilitate pedestrian circulation and promote pedestrian comfort and safety, wherever possible.

- t) Roads in the Village Centre
- i) Connected System of Roads - The system of arterial, collector and local roads in the Village Center shall allow for multiple choices of routes for pedestrians, cyclists and motorists. Roads are the primary system of publicly accessible open space and shall be designed at a pedestrian scale to ensure comfort, safety, amenity and access. Roads in the Village Centre shall be clearly distinct from others in Ajax. Village roads shall have amenities that clearly identify the pedestrian-oriented character of this heritage district. The Town shall approach improvements to streetscapes in a hierarchical manner, according to the planned intensity of pedestrian activity, employing a common palette of design elements and street furnishings. All public roads within the Village Centre shall have a high-quality streetscape treatment that includes:
    - identical species of street trees on both sides of all roads (appropriate native species are encouraged);
    - high-quality street lighting that includes distinctive pedestrian-scale lighting placed at closer intervals;
    - the application of special paving in strategic locations, in order to further define such features as pedestrian crossings, corner roundings, road intersections, kill-strips, sidewalks, or parking lay-bys;
    - seating co-ordinated with lighting, trash and recycling receptacles, bicycle racks and newspaper boxes; and,
    - a co-ordinated signage program.
  - ii) Pedestrian-Friendly Design - Public sidewalks shall be provided on all public roads, subject to a review of technical considerations by the Town. They shall be well furnished, protected and continuous. All public sidewalks should be connected to walkways and other private open spaces within adjacent residential, institutional, retail and commercial properties.
  - iii) Old Kingston Road - The heritage character and civic importance of Old Kingston Road as the Town's only historic commercial 'main street' will not change. Accordingly, future *development* will contribute to the enhancement of Old Kingston Road as a primary pedestrian-oriented retail street, built at a pedestrian scale with a definitive heritage character.
 

The pedestrian boulevards should include wide sidewalks lined with special pedestrian scaled lights, benches and a mix of street trees and ornamental planters. Parking lay-bys for on-street parking in both directions will be explored by the Town, provided that such features are designed for continued pedestrian and vehicular safety and do not impact specimens of mature trees that are worthy of preservation.
  - iv) Kingston Road - Kingston Road will function as a primary transit corridor, including a potential *Light Rail Transit* (LRT) or *Bus Rapid Transit* (BRT) route. Due to physical widening constraints, Kingston Road will be limited to two travel lanes in each direction between Rotherglen Road and Elizabeth Street, with transit vehicles operating in either shared or exclusive lanes. Street trees will be located on the outside edge of the right-of-way to enable integration with adjacent landscape treatment on private lands and greater distance from the effects of salt spray and snow clearing.
  - v) Church Street - Church Street functions as the main north-south spine through the Village Centre. Similar to Old Kingston Road, future *development* on

Church Street will reflect its heritage character and support the street's function as a primary pedestrian-oriented route. In particular, the segment between Kingston Road and the former St. Francis de Sales Church will be designed to actively promote and support 'north-south' pedestrian movements across Kingston Road, linking to Old Kingston Road.

Consideration of future major improvements to Church Street South between Kingston Road West and Highway 401, such as changing the number of vehicle lanes, adding dedicated on-street parking, or adding bicycle lanes, shall involve additional study which considers the role and function of this leg of Church Street South, including future traffic volumes, transit services, and access scenarios, in order to determine the most appropriate cross-section. Should the Town acquire jurisdiction of this segment of Church Street South, it shall be an objective of the Town to consider reducing the number of traffic lanes in order to introduce bicycle lanes and/or on-street parking, as part of a preferred scenario for the *redevelopment* of this segment of Church Street South.

- u) Where *development* is proposed on lands adjacent to natural heritage features within the Duffins *Creek watershed*, the goals, objectives and policies of the Plan relating to the Greenlands System shall be appropriately addressed.

### **3.2.3.11 Neighbourhood Centres**

The Neighbourhood Centre designation is intended to provide commercial opportunities that serve the shopping needs of residents in the vicinity.

- a) Permit the following uses on lands designated as Neighbourhood Centre in Schedule 'A-1', Land Use:
  - i) commercial uses such as retail stores, personal service establishments, restaurants, business and professional office uses, and financial institutions; and,
  - ii) residential uses such as apartment buildings on the upper floors of a mixed use building.
- b) In addition to the permitted uses identified in sub-section a) i) and ii), for the Neighbourhood Centre located on Church Street, north of Rossland Road and immediately south of the Hydro Corridor, Medium Density Residential land uses may be permitted provided that at least 500 square metres of permitted non-residential gross leasable floor area has been built within the designated area.
- c) Permit low-rise buildings and mid-rise buildings in accordance with section 3.2.4.1.
- d) Establish the maximum height limit to be 6 storeys and the minimum height shall be 2 *functional storeys*.
- e) Establish a minimum *Floor Space Index* of 1.0.
- f) Ensure that light, view and privacy is maintained for adjacent low-rise residential neighbourhoods by requiring *development* to be set below a 45 degree angular plane measured from the property line of the adjacent low density residential area.
- g) Sites designated Neighbourhood Centre shall be designed to accommodate a maximum gross leasable floor area for the retailing of goods of 10,000 square metres.
- h) Access to a Neighbourhood Centre shall generally be provided from an Arterial or Collector Road, subject to Regional requirements.

- i) The size of the Neighbourhood Centre designation at the northeast corner of Church Street and Delaney Drive was reduced from approximately 2.6 ha to approximately 0.9 ha through an Official Plan Amendment that was adopted by Council on September 27, 2004. The size of this Neighbourhood Centre is not optimal. However, at this location, the designation is intended to provide commercial opportunities to serve the shopping needs of the residents in the vicinity. Notwithstanding the permitted uses under sub-section c), the following uses shall not be permitted at this location: a drive-through facility, a banquet facility, a place of entertainment, and a dry cleaning establishment.

### **3.2.3.12 Mixed Commercial Corridor**

The Mixed Commercial Corridor designation identifies particular sites adjacent to major arterial roads that are appropriate to accommodate higher density residential uses, community uses and a variety of retail, office and service commercial uses.

- a) Permit the following uses on lands designated as Mixed Commercial Corridor in Schedule A-1, Land Use Designations:
  - i) retail and service commercial uses including hotels, retail warehouse stores, home improvement stores, automobile dealerships, garden centres, furniture and home furnishing uses; personal service uses; financial institutions; business, professional and medical offices; restaurants;
  - ii) *community facilities*; and,
  - iii) medium density residential and high density residential uses in accordance with the policies of Sections 3.1.4 and 3.1.5.
- b) The implementing Zoning By-laws for individual sites may not permit the full range of permitted uses at every location. The range of permitted uses, building setbacks and building form shall be determined on the basis of site-specific criteria such as, and not necessarily limited to, traffic, land use compatibility, and environmental considerations.
- c) Permit townhouses, low-rise and mid-rise buildings in accordance with section 3.2.4.1.
- d) Require that ground floor animation uses, such as retail and service uses, studios, office entrances, and lobbies of residential buildings, should be provided with sufficient ground floor height to accommodate commercial uses along major public roads.
- e) Ensure that light, view and privacy is maintained for adjacent low-rise residential neighbourhoods, require *development* to be designed to incorporate transitional zones consisting of measures such as:
  - i) Landscaped areas;
  - ii) Appropriate setbacks; and,
  - iii) Stepping back the upper floors away from the low-rise areas.

### **3.2.3.13 High Density Residential**

Lands within this designation are subject to the policies of Section 3.1.5 of this Plan. In addition, limited or ancillary commercial uses may be permitted, provided that they are an integral component to the overall *development*, and located within the same building.

### 3.2.3.14 Medium Density Residential

Lands within this designation shall be developed in accordance with Section 3.1.4 of this Plan. Limited and ancillary retail uses may be permitted provided that they are an integral component to the overall *development*, and located within the same building.

## 3.2.4 Urban Design Framework

### 3.2.4.1 Built Form

These urban design policies apply to intensification areas and corridors as illustrated in Schedule A-2, with the exception of employment areas that are not specifically identified as an intensification area. In areas of conflict between these policies and the general urban design policies, these specific policies take precedence.

#### a) Building Type and Character

##### i) Townhouses

- Townhouses shall be a maximum of 4 storeys in height.
- Rows of Townhouses shall demonstrate care and sensitivity in overall architectural design with particular regard to variation in massing, materials, colour and detail.
- Grade-related townhouse units shall be designed to minimize the difference in elevation between the sidewalk and the primary entrance.
- Garages accessed from the rear shall be encouraged.
- In order to minimize the impact of multiple private driveways and support a pedestrian-oriented streetscape, the driveway and components associated with a front garage shall occupy less than half the width of the townhouse and shall not protrude beyond the front façade.
- Lots with frontage less than 7 metres shall be double fronted or lane-based.

##### ii) Low-Rise Buildings

- Low-Rise Buildings shall be a minimum of 2 storeys up to a maximum of 4 storeys in height.
- Low-Rise Buildings shall be massed to contribute to the spatial enclosure of all adjacent streets and open spaces.
- The visual scale and massing of Low-Rise Buildings shall demonstrate care and sensitivity in overall architectural design with particular regard to variation in massing, materials, colour and detail. Where residential uses are included in Low-Rise Buildings, patios and balconies are encouraged.
- Architectural variety is crucial in creating a visually stimulating urban environment. Large areas and continuous streets of monotonous and repetitive façades shall be avoided. Variation in three-dimensional elements, such as balconies, bay windows, porches and entrances, at both the overall and detailed scale, shall be used to create dynamic building façades.

iii) Mid-Rise Buildings

- Mid-Rise Buildings shall generally be between 5 and 8 storeys in height.
- Mid-Rise Buildings shall be massed to contribute to the spatial enclosure of all adjacent streets and open spaces.
- Mid-Rise Buildings shall stepback at the upper floors to reduce the visual and environmental impacts for the pedestrian environment.
- Where residential uses are included in Mid-Rise Buildings, patios and balconies shall be encouraged.
- The visual scale and massing of Mid-Rise Buildings shall demonstrate care and sensitivity in overall architectural design with particular regard to variation in massing, materials, colour and detail.
- Large areas and continuous streets of monotonous repetitive façades shall be avoided. Variation in three-dimensional elements such as balconies, bay windows, porches and entrances at both the overall and detailed scale shall be used to create dynamic building façades.
- The form and articulation of the top of a Mid-Rise Building shall be designed to provide an appropriate 'skyline'. Mechanical penthouses shall be integrated architecturally within the overall composition of the building.

iv) Tall Buildings

- Tall Buildings are over 8 storeys in height.
- Tall Buildings shall consist of both a base building and a tower.
- The base building shall be between 2 and 8 storeys in height, or a height equal to the width of the street from building face to building face, whichever is less.
- The policies for Low-Rise and Mid-Rise Buildings shall apply to the design of base buildings.
- The tower shall stepback from the face of the base building, in order to minimize impacts at street level.
- The maximum floor plate size of a tower containing residential uses shall generally be no greater than 800 square metres, excluding balconies.
- Towers shall be spaced apart from one another no less than 25 metres, from building face to building face, but should be offset from one another wherever possible.
- The visual scale and massing of Tall Buildings shall be reduced through techniques such as variation in massing, materials, colour and/or texture.
- The form and articulation of the top of a Tall Building shall be designed to provide an appropriate 'skyline'. Mechanical penthouses shall be integrated architecturally within the overall composition of the building.

- b) **Building Scale**
  - i) Buildings shall be located and designed to establish a well-proportioned street enclosure (base building height-to-street width ratio) where the height of the base building/podium does not overpower the street. A variety of massing techniques shall be used to achieve a well-proportioned street enclosure of a maximum of 1:1 height-to-street width ratio. In the case of Mid-Rise Buildings, the total height of the façade (without stepbacks) shall also not exceed the 1:1 height-to-street width ratio.
  - ii) Buildings shall be massed and designed to minimize adverse impacts on adjacent low-rise residential *development*, outdoor amenity spaces and public spaces with respect to sunlight and sky view access, wind tunnelling effect, and noise attenuation.
  - iii) Views into surrounding residential properties shall be minimized through the use of upper storey stepbacks and appropriate window locations.
  - iv) Balconies shall be integrated into façade design through recessed or partially recessed balconies to reduce exposure and privacy impacts to surrounding residential properties and to create a more elegant building design.
- c) **Building Orientation**
  - i) Buildings shall be sited parallel to the street to define the street edge, and along the edge of parks, urban squares and other open spaces.
  - ii) The principal entrance to buildings shall be accessed from a public street and/or publicly-oriented space, and must operate as such. For the purposes of this policy, parking lots are not considered public space.
  - iii) The ground floor of buildings with commercial and retail uses shall be designed to promote and facilitate human activity and social interaction, while supporting retail continuity and viability. The ground floor of commercial and retail uses shall incorporate extensive use of transparent glazing and frequent entrances. Weather-protection devices such as awnings, canopies, overhangs, colonnades, arcades and shall be encouraged to improve micro-climatic conditions for pedestrians.
  - iv) Front entrances for office, commercial, mixed use buildings, and those with live-work units on the ground floor, shall be flush with grade to promote barrier-free movement and easy conversion of uses over time.
  - v) Where the ground floor contains residential uses, it shall incorporate a variety of architectural elements such as bay windows and porches to promote street life and visual interest.
  - vi) New buildings shall not be permitted to back onto adjacent streets, parks and urban squares.
  - vii) Position *development* to take advantage of solar heat and reflected light wherever possible and appropriate.
- d) **Build-within Zones**

A build-within zone is the area defined by a minimum and maximum setback, drawn parallel to the front and/or exterior lot line, where a prescribed portion of the main front building wall and/or exterior side wall (excluding a public utility building) shall be located.

- i) Build-within zones shall be implemented through this plan and associated Zoning By-laws:
    - New *development* on streets with a commercial and retail character shall be set close to the front and exterior lot lines to encourage street life, add visual interest for pedestrians and support the retail activities.
    - New *development* on streets with a primarily residential character shall have a more generous setback, to allow for front gardens and landscaping. Commercial *development* on corner sites shall be set closer to the front and exterior lot lines.
    - New *development* along transportation corridors (e.g. Kingston Road, east of Westney Road) may have a generous setback but generally no more than 6 metres from the front property lines.
    - Townhouse *development* with front garages shall not be setback further than the length of a parking space in front of the garage door.
  - ii) Any setback shall provide for landscaping to enhance the streetscape and/or space for street level activities such as sidewalk cafés and patios.
  - iii) In areas with existing *development*, building setbacks should respect and reinforce the established pattern of setbacks on the street, where existing *development* is consistent with the policies described herein.
- e) Minimum Built Frontage

The part of the building that is closest to the street and open space provides spatial definition and sense of enclosure, thereby promoting an interesting, comfortable and safe pedestrian experience.

- i) A requirement specifying the amount of building frontage along a 'Block Face' shall be implemented by the applicable Zoning By-laws.
  - ii) For the purposes of this policy, a 'Block Face' is qualitatively defined as the distance along a street line between any given pair of adjacent road intersections, or between a road intersection and an overpass.
  - iii) The amount of building frontage shall be expressed as a minimum percentage of the total block face and shall be no lower than 60% in order to achieve spatial definition of the street.
  - iv) The minimum amount of building frontage along any given block face may be achieved on a block-by-block basis rather than property-by-property, provided that the building frontage on any given property (where it is less than the prescribed ratio) is maximized. In such instances, justification satisfactory to the Town including the submission of a block plan, shall be provided by the proponent that clearly details why the prescribed minimum block face ratio cannot be achieved for the property in question. Such justification should demonstrate that opportunities for joint access arrangements between abutting property owners, including the mutual granting of easements to facilitate such access, have been thoroughly explored.
- f) Lot Coverage

Regulation of lot coverage is key to reducing large surface parking areas and creating a built environment that is compact, intensive and pedestrian-oriented.

Minimum requirements for lot coverage by buildings and landscaped open space shall be implemented by the applicable Zoning By-Laws, together with restrictions on

the maximum permitted coverage for surface parking and loading facilities (including driveways and aisles).

- g) Storage, Service and Loading Areas
  - i) Service entries shall be screened to provide visual buffer and reduce noise impacts on the adjacent properties.
  - ii) Loading bays, overhead doors and doors for waste disposal/recycling shall not be located in a wall facing a public street or open space, unless they can be adequately screened from view, to the satisfaction of the Town. When located to the side and/or rear of a building, such elements shall be screened from view from streets and open space areas by a building, wing wall, landscape and/or grading treatment.
  - iii) Garbage, waste and recycling storage shall be properly screened and preferably contained within an enclosed building. Garbage waste and recycling associated with any restaurant use shall be contained within a climate-controlled building.
  - iv) Transformers and other *utilities* shall be integrated within the building enclosure, wherever possible.
- h) Access and Circulation
  - i) Vehicular access and circulation shall be sited to minimize the visual impact of driveways and parking entrances on the street.
  - ii) Access to parking, service and loading areas shall be from the rear of the building or from a lane.
  - iii) Notwithstanding sub-section 3.2.4.1 h) ii), where access from the rear of the building is not feasible, such access shall be located at the side or integrated within the façade of the building.
  - iv) Shared access and servicing between adjacent buildings is encouraged to reduce the number of vehicular access points, minimize the potential for vehicular and pedestrian conflicts and improve the quality of the streetscape.
  - v) Where surface parking is permitted by the applicable Zoning By-law, no surface parking shall be permitted between the front of the building and the street. Parking shall be provided at the rear/interior side yards of the building where it shall be concealed from adjacent streets and open spaces.
  - vi) Underground parking entrances shall be integrated within the façade of the building.
- i) Gateway Sites in the Downtown

Gateways are visually prominent sites situated at key locations in the Town. The sites identified on Schedule 'E', Downtown Regional Centre Land Use are good locations for landmark buildings or urban squares in the Downtown.

  - i) Building designs for Gateway Sites shall achieve the highest level of excellence in architectural design.
  - ii) Buildings located at street intersections shall have articulated façades on both streets and shall enhance the intersection by special attention to corner elements, through variation in massing, height, and architectural detail. Buildings shall be sited close to daylighting triangles.

- iii) Notwithstanding sub-section 3.2.4.1 i) ii), when the corner is developed as an urban square, the open space shall be substantially flanked by active uses at grade level.

### 3.2.4.2 Public Realm

#### a) Streets and Pedestrian Routes

- i) *Redevelopment* of large blocks within intensification areas is expected to be subdivided by a network of intimately scaled and interconnected streets that will allow for multiple choices of routes for pedestrians, cyclists and motorists.
- ii) Smaller block sizes are preferred but the Town may consider larger *development* blocks provided that such proposals do not undermine the Town's ultimate intention to achieve urbanization of larger parcels and strong support for a pedestrian-scaled environment.
- iii) Streets shall be designed as complete public spaces that have a strong sense of spatial enclosure, and accommodate the needs of pedestrians, transit, cars and bicycles, while meeting appropriate engineering standards.
- iv) Streets shall be designed to achieve excellence in landscape/streetscape design, with great attention paid to the types of vegetation, materials and finishes used in the area that is closest to the pedestrian.
- v) Streets shall have sufficient space allocated to the pedestrian to support and encourage a wide range of social and leisure activities. All streets shall have sidewalks that are linked to adjacent pedestrian routes and open spaces.
- vi) Front Yards and Exterior Side Yards

Front and exterior side yards constitute an important visual element of the streetscape. Similarly, the space between buildings having different land use characteristics serves as an important transitional buffer area, in terms of land use compatibility. All new *development* shall be consistent with the following policies:

- Front yards and exterior side yards shall be appropriately landscaped and integrated with the public streetscape design.
- For residential *development*, planted and constructed elements in the front and exterior side yards may include low hedges, trees, raised planters, masonry and decorative metal fences and gates to provide an appropriate transition from the sidewalk to the finished floor level of adjacent residences.
- For mixed used *development* with commercial and retail uses at grade, this space shall be designed to accommodate the extension of indoor uses such as patios, store displays and sidewalk cafés. The pavement treatment should be seamless between the building face and the public sidewalk. Opportunities for additional planting are encouraged.
- Courtyards, forecourts, plazas, patios and other amenity spaces are encouraged to promote interaction and easy access between the public and private realms.

- vii) Mid-block pedestrian connections shall be provided within larger *development* parcels. These are intended to be designed as pedestrian landscaped mews with appropriate lighting and landscaping and maintained for public use. They shall also lead to public destinations such as *schools*, parks, urban squares and public transit. A high degree of pedestrian network porosity is generally desired and encouraged.

b) Urban Squares and Courtyards

Urban squares are public spaces and/or private spaces related to adjacent *development*, which contribute to the broader network of open spaces. Courtyards are private open spaces specifically related to adjacent *development*.

- i) It is a primary objective of the Town that urban squares/courtyards be implemented throughout the Downtown, Uptown, and GO Transit Station Mixed Use Area, to act as year-round gathering spaces and, in the case of some urban squares, as cultural landmarks.
- ii) The functional and spatial characteristics of urban squares/courtyards will vary depending on building type and size of the associated *development* block. However, the general design of all urban squares/courtyards shall support the pedestrian-oriented, urban character of the intensification areas identified above and shall be consistent with the following design parameters:
  - Urban squares are to be planned as focal points for the neighbourhood.
  - Buildings shall address the urban square/courtyard to create spatial enclosure. The height of the street wall shall be proportional to the size of the square/courtyard to create an appropriate sense of scale. Buildings shall have active uses on the ground-floor to animate the edges of the square/courtyard.
  - The height of buildings adjacent to the urban square/courtyard, tower setbacks from base buildings, shall be dimensioned to maximize sunlight penetration and access to sky view, and minimize wind impacts at the pedestrian level.
  - Urban squares shall have at least one edge created by a public street. The design of the square and the streetscape shall be integrated. Adjacent on-street parking is permitted.
  - Hard and soft landscape elements and features shall be incorporated into the design of the urban square/courtyard to define and articulate activity areas, circulation, entry points, seating and gathering spaces.
  - Public access to private courtyards located at grade level is encouraged.
- iii) Through the *development* review process, *development* applications will be expected to present co-ordinated design concepts for urban squares that provide appropriate grading, pedestrian and landscape facilities, and co-ordinated/shared servicing and vehicular access to maximize usable landscaped open space. To be most effective, urban squares shall be accessible to the public and shall be designed to ensure that gardens and play areas on individual sites can be readily shared with those living or working in the vicinity.

- c) Special Considerations
- i) Generally, and with the exception of single use residential *developments*, fencing between adjacent *developments*, and adjacent parking lots, shall be discouraged. In keeping with the intent of Section 3.2.4 of this Plan to promote pedestrian safety through passive surveillance, opaque fencing (excluding fencing provided for noise mitigation) shall not be permitted where residential lots/blocks abut parks, urban squares, courtyards or pedestrian walkways. If fencing is to be provided, lower scale, porous, decorative fencing is preferred.
  - ii) The removal of existing mature trees that are worthy of preservation shall be discouraged, particularly when located at the edges of *development*. The design of surface parking areas, driveway locations, landscaped areas, and the siting of buildings, shall accommodate, where possible, the retention of existing mature trees. Open space features are encouraged to be sited and designed to incorporate existing tree specimens as a means of preserving them in the context of *development*.
  - iii) Additional light controlled road crossings shall be considered on Harwood Avenue South and on Bayly Street. Wherever possible, pedestrian crossings should be signalized to improve pedestrian safety. Curb radii, crosswalk widths, median and refuge island dimensions and pedestrian light phases at existing and new controlled intersections should accommodate safe pedestrian movement.

### 3.2.4.3 Parking

- a) On-Street Parking
- i) On-street parking is permitted on all local streets, especially those with commercial/retail uses.
  - ii) Opportunities for on-street parking shall also be pursued with the appropriate road authority.
  - iii) On-street parking should be well integrated within the streetscape and should not overwhelm the street. In residential areas, it should preferably only occupy one side of the street so road widths are minimized.
- b) Surface Parking Lots
- i) Surface parking lots are discouraged in the intensification areas.
  - ii) Where surface parking must be provided, the visual impact of large surface lots shall be mitigated with a combination of setbacks, significant landscaping and pavement treatments including low walls, landscape materials, trees and lighting throughout parking lots and along the edges. Parking areas should be designed with clear pedestrian routes that are defined with landscape treatment. The design of surface parking lots shall also be consistent with policy 2.5.2.1 g).
- c) Structured Parking
- i) Structured parking is encouraged and should be located below grade wherever possible.
  - ii) Opportunities for municipal parking structures will be explored further at the southwest corner of Bayly Street and Harwood Avenue, Arbour Park and off of Commercial Avenue.

- iii) Above grade structures shall have active uses on the ground level and should be surrounded by substantial residential or commercial frontage in the upper floors to reduce its visual impact on the *public realm*.
  - iv) Landscaped 'green' roofs above parking garages are encouraged to reduce their visual impact when viewed from above and provide amenity to residents when embedded within a *development* block.
  - v) Access ramps should be incorporated within the building wherever possible.
  - vi) Barrier-free access must be provided.
  - vii) Ventilation of below grade parking garages should be located away from pedestrian areas.
- d) Other Parking Policies
- i) Sharing of parking in mixed use *developments* will be encouraged within the Downtown Centre, Uptown Centre, GO Transit Station Mixed Use Area, and Midtown Corridor subject to further evaluation by the Town.
  - ii) Reduced parking standards shall apply in all intensification areas.
  - iii) Cash-in-lieu of Parking - Cash-in-lieu of parking may be considered by the Town. In this regard, the Town may:
    - opt to receive a cash payment in lieu of individual parking facilities; or,
    - exempt *redevelopment* from any parking or cash-in-lieu requirement.

Cash-in-lieu payments, where required, will be placed in a reserve fund to be expended in accordance with the provisions of the Planning Act and will be used to provide consolidated parking facilities. The minimum parking requirements noted above for various forms of *development* shall be the benchmark for the calculation of required parking for corresponding forms of *development*.
  - iv) Parking May Be Provided Off-Site - Parking requirements for any individual building do not necessarily need to be provided on the same lot, or on a lot contiguous to the building site. Required parking for any building within the Downtown Regional Centre may be provided in a parking facility in proximity to the building, subject to approval by the Town.
 

In terms of 'proximity', determination of whether or not a parking facility is located sufficiently close will take into account such factors as intervening roads, the provision of direct pedestrian entrances to the proposed building(s) from the sidewalk, the nature of the connecting pedestrian route, and potential physical barriers. However, in no instances will a parking facility be considered if it is located further than 400 metres walking distance from the building.
  - v) On-Street Parking May Be Credited - Adjacent on-street parking spaces provided on either the local, collector, or arterial roads within the Downtown Regional Centre may, at the discretion of the Town, be credited towards the required on-site parking facilities.
  - vi) Public Parking Authority - The Town may investigate the establishment of a public parking authority to provide public parking lots (surface lots and/or structured parking facilities) within the Downtown Regional Centre. Should public parking be provided, the parking standards identified above may be further reduced to balance the overall supply of parking with the permitted levels of *development*.

### 3.2.5 Compatibility

- a) Compatible *development* within the Downtown is defined as *development* that may not necessarily be the same or similar to the existing buildings in the vicinity, but, nonetheless, enhances the urban character of the downtown and co-exists with existing *development* without causing any undue adverse impact on surrounding properties. The key issue becomes the scale, form and character of buildings that are in proximity to one another.

The definition of compatible *development* includes a variety of key phrases that require further explanation:

- i) *Development* in the vicinity - the concept of vicinity relates to the scale of the proposed *development*. For larger scale *development* including mid-rise and tall buildings, the vicinity should include properties within 150 metres in all directions, measured from the property boundaries.
- ii) Co-existence without undue adverse impact on surrounding properties - an urban downtown is fundamentally different than the adjacent suburban land use context and the issues of *development* compatibility and the tests for undue adverse impacts also need to be established in recognition of the planned urban context.
- iii) To ensure that the impacts of new *development* are appropriately considered, proponents of all *development* proposals shall be required to prepare a *Development* Compatibility Report, to the satisfaction of the Town, that will ensure that all undue, adverse impacts on adjacent residential land uses are identified and appropriately mitigated. Impacts that are to be assessed in the *Development* Compatibility Report may include: shadow, privacy, noise, vibration, and any other matters considered appropriate by the Town.
- iv) In addition, issues concerning compatibility with 170 Mills Road (Co-generation District Energy Facility and/or Steam Plant) may need to be addressed.
  - Any *development* application for high density residential, high density mixed use, or multi-storey office building(s) in the Downtown within a minimum of 600 metres of any lot line of 170 Mills Road may be required to submit an Air Quality Study demonstrating that the *development* or *redevelopment* will not be negatively impacted by the Facility/Plant emissions.
  - The need for such a study shall be confirmed through the *development* review process. It shall be the Town's expectation that the Co-generation District Energy Facility and/or Steam Plant will co-operate with any Air Quality Study being conducted and provide the proponent with the most recent emission data.

### 3.2.6 Community Improvement Plan

Under the umbrella of the Downtown Community Improvement Plan, the Town may consider offering a variety of *development* incentives. Qualification criteria for any incentive (or incentives package) shall be identified in this Plan and/or within the Downtown Community Improvement Plan and shall be directly tied to conformity with the policies of the Official Plan and any additional urban design guidelines approved by the Town.

### 3.2.7 Status of Existing Development

- a) Minor extensions or expansions of non-conforming *development* shall be permitted without amendment to this Plan, provided that the intent of this Plan is not compromised and the tests prescribed below are met:
- i) That the road pattern, transit routes and public open space network envisioned by this Plan are not compromised or precluded in the long-term;
  - ii) That the proposed expansion or enlargement of the existing *development* shall not unduly aggravate the situation created by the existence of the use, especially in regard to the requirements of the Zoning By-Law;
  - iii) That the characteristics of the existing *development* and the extension or enlargement shall be examined with regard to noise, vibration, fumes, smoke, dust, odour, lighting, parking and traffic generation;
  - iv) That the neighbouring uses will be protected where necessary by the provision of areas for landscaping, buffering or screening, devices and measures to reduce nuisances and, where necessary, by regulations for alleviating *adverse effects* caused by outside storage, lighting or advertising signs. Such provisions and regulations shall be applied to the proposed extension or enlargement and, where feasible, shall also be extended to the existing use in order to improve its compatibility with the surrounding area; and,
  - v) That, in all cases where an existing *development* adversely affects the amenity of the surrounding area, consideration shall be given to the possibility of ameliorating such conditions, as a condition of approving an application for extension or enlargement of the existing *development*, especially where public health and welfare are directly affected.

Extensions or expansions of existing non-complying *development*, namely additions to existing buildings or the *development* of new buildings on the same site as existing *development*, shall be permitted without amendment to this Plan and shall be deemed to conform to the intent of this Plan and the Zoning By-law with respect to the issues of density, built frontage, and lot coverage, provided that:

- The intent of this Plan is not compromised and the tests prescribed above, are met; and; the building extension or expansion is designed and sited in a manner which demonstrates, to the satisfaction of the Town, that the *development* of the site is moving toward a greater level of compliance with the policies of this Plan and the regulations of the Zoning By-law, and does not preclude or hinder the ability to ultimately achieve compliance. In this regard, a Master Site *Development* Plan demonstrating compliance under ultimate build-out conditions shall be submitted for approval by the Town. This plan shall demonstrate that the proposed building extension or expansion shall protect for the ability of progressive intensification on the site to ultimately achieve compliance.
- It is understood that the Master Site *Development* Plan may be amended from time-to-time, in response to the vagaries of the market, but all such amendments shall continue to demonstrate, to the Town's satisfaction, the ability to ultimately achieve compliance in a fashion that maintains the intent of this Plan and the Zoning By-law.

- b) The Rouge Valley Health Centre is recognized as a major institutional use in the context of the Downtown. As an important feature in Ajax's Downtown - one that is anticipated to remain in the long-term, as well as undergo significant future expansion(s) - the existing facility is deemed to conform to this Plan. Further extensions or expansions of the hospital shall be permitted without amendment to this Plan, provided that the intent of this Plan is not compromised and that the tests prescribed above, are met. Any proposed expansion or enlargement of the principal hospital building that complies with the requirements of the Zoning By-law shall be deemed to comply with the Official Plan.

### **3.2.8 Phasing of Existing Development**

Where existing, previously approved *development* is not in compliance with the applicable minimum density policies of this Plan, it is intended that new *development* on these sites contribute toward the intensification of the overall site density level, with the objective of incremental intensification ultimately achieving compliance with the applicable minimum density criterion.

### **3.2.9 Master Block Plan**

A Master Block Plan for large sites in the Downtown, Uptown, Midtown Corridor and the GO Transit Station Mixed Use Area should be prepared to establish an appropriate framework for *development* that examines the following:

- a) Focus on creating environments that will shape a positive and lively environment at transit-supportive densities and emphasize design excellence;
- b) Incorporate a broad range of housing choices that reflect a variety of types, tenures, and unit sizes to meet the needs of a wide range of residents including Regional affordable housing targets;
- c) Encourage employment growth through office *development* along with residential *development* as an important defining feature;
- d) Assess existing community services and facilities to determine adequate capacity and service delivery to meet the needs of the future population;
- e) Enhance parkland and community services and facilities as part of *redevelopment*;
- f) Provide a potential location for an urban square, public parks or open spaces that allow for passive and active activities either wholly on-site or in conjunction with abutting lands, incorporate public art, culture and heritage and contribute to the character of the intensification precinct;
- g) Where the Town has determined that the parkland dedication is not required on an individual *development* site, cash-in-lieu of parkland may be required by the Town. The funds generated by a cash-in-lieu payment shall be used to enhance the *public realm* within the boundaries of the Downtown and Uptown;
- h) Divide large blocks of land into smaller blocks to facilitate a grid-like system of internal, public roads that support a pedestrian-scaled environment;
- i) Emphasize strong pedestrian and cycling connections;
- j) Create street networks and a *public realm* that prioritize pedestrian movement, comfort and circulation;
- k) Prepare a traffic impact study;
- l) Address light, view and privacy issues for residents and workers;

- m) Address transition issues in terms of scale and intensity with adjacent neighbourhoods;
- n) Phasing of *development* showing how orderly *development* will be achieved on the block over the long term and how coordination with the provision of parks, roads, human services, transit and other *infrastructure* improvements will be achieved;
- o) Assess availability of servicing *infrastructure* sufficient to support intensified *development*;
- p) Provision of innovative and *low impact development* approaches to managing stormwater to reduce *impervious surfaces* and subject to policies in Section 2.5.4.4;
- q) Achieve environmental sustainability and incorporate green building policies as outlined in Sections 2.1 and 2.5.3;
- r) Include public art for private sector *development* and provide a dedication of one percent of the capital budget for all major municipal buildings to public art;
- s) Prepare a wind study which shows that wind speeds meet the “Lawson Pedestrian Wind Comfort Criteria” for sitting, standing and walking as appropriate;
- t) Prepare a retail impact study for retail proposals greater than 2,500 square metres in gross floor area in the Centres; and,
- u) It is understood that the *development* of any given property may involve a number of phases before it achieves ultimate build-out. As a result, the density, built frontage and lot coverage provisions prescribed in this Plan, and/or contained in the implementing Zoning By-Law might only be achieved upon the completion of all phases, rather than on a phase-by-phase basis.

### 3.2.10 Servicing Capacity

- a) Applications for *development* or *redevelopment* will be reviewed by the Town and the Region on the basis of available capacities within the municipal servicing *infrastructure*.
- b) All new *development* is subject to sections 2.5.3 Green Building and Environmental Design and 2.5.4 Infrastructure.

## 3.3 EMPLOYMENT AREAS

### 3.3.1 Goals and Objectives

The Town places a high priority on the protection of the designated supply of employment lands in order to preserve the long-term economic health and vitality of the municipality. The Prestige and General Employment designations are crucial to economic health and the quality of life in Ajax. It is a goal of this Official Plan to protect the amount and location of those lands designated on Schedule ‘A-1’ as Prestige Employment and General Employment to ensure that a diverse range of employment opportunities can be accommodated within the Town.

To achieve this goal, the Town shall not support the conversion of the Prestige Employment and the General Employment designations for any other designation or land use identified in this Official Plan without the completion of a Town-wide and/or Region-wide *Municipal Comprehensive Review*.

In accordance with the Planning Act, there is no appeal in respect of a refusal or failure to adopt an Official Plan Amendment application for the redesignation of the Prestige Employment and the General Employment designations to any other designation or land use identified in this Official Plan, or for an application that proposed other uses, such as retail and commercial, in the Prestige and General Employment designations.

The Town's objectives are to:

- a) Strengthen the economic base by increasing job opportunities and expanding the assessment base;
- b) Ensure the *development* of a variety of employment areas that provide a range of employment opportunities geared specifically to meet the needs of the residents of Ajax and residents of the wider Region;
- c) Ensure that sufficient employment opportunities exist to accommodate future growth at a Town-wide activity rate of at least 1 job for every 2 residents;
- d) Ensure that a sufficient supply of employment generating lands are designated and that those lands can be provided with *infrastructure* in concert with anticipated demand;
- e) Provide locations for *community facilities* within the Employment Areas that are generally situated along Regional or Local Corridors as designated on Schedule 'A-2' to ensure that these uses are well served by transit;
- f) Establish comprehensive urban design guidelines and landscaping standards that will ensure an urban environment that provides for a range of safe, functional and attractive employment areas; and,
- g) Promote the establishment of business parks for such uses as service industries, research and development facilities, and hotels.

### **3.3.2 Land Supply for Prestige and General Employment Uses**

- a) In order to ensure that an appropriate supply of land for Prestige Employment and General Employment is designated, the Town, in consultation with the Region of Durham, shall establish employment targets and prepare an Employment Report during the 5-year review of the Official Plan that monitors the Town's progress in achieving its employment objectives.
- b) The Town shall not support the conversion of the Prestige Employment and General Employment designations for any other land use designation in the Official Plan without consideration of the policies of Sections 7.2.2 b) and c) of this Official Plan and the completion of a Town-wide and/or Region-wide *Municipal Comprehensive Review*. At a minimum, the Town and/or the Region will evaluate conversion applications through the preparation of *Municipal Comprehensive Reviews* that demonstrate to the satisfaction of the Town of Ajax and the Region of Durham that:
  - there is a demonstrated need for the conversion, including a detailed review of any significant shortfall in the inventory of land designated for the proposed land use;
  - the municipality will meet the employment forecasts allocated to the municipality by the Region, and the intensification target, density target and any other policies of the Province, Region and/or Town;
  - the conversion will not jeopardize the ability of the Town to achieve the Town-wide activity rate of 1.0 job for every 2.0 residents;

- the lands are not required over the long-term for the employment purposes for which they are designated;
- the conversion will not adversely affect the overall viability of the employment area;
- there is existing or planned *infrastructure* to accommodate the proposed conversion; and,
- cross-jurisdictional issues have been considered.

### 3.3.3 Employment Area Intensification

- a) Employment Areas have been planned to accommodate a full range of employment generating land uses. The Town shall encourage intensified *development* within/throughout all employment areas, consistent with the Employment Areas Urban Design Guidelines adopted by Council.
- b) There are portions of Regional Corridors that extend through the Town's designated employment areas. As such, employment intensive uses shall be encouraged to locate along Regional Corridors, with an underlying employment area designation, to support higher frequency transit service and pedestrian friendly streets.

### 3.3.4 Prestige Employment Designation

- a) The Prestige Employment designation generally applies to lands having prime exposure along Highway 401 and Arterial Roads. It is intended that *development* within this designation will exhibit a high standard of building design and landscaping. For lands in the vicinity of the Highway 401/Salem Road interchange, Area Specific policies have been developed. These policies identify the interchange as an area of special treatment, given its high visibility and accessibility, its intended role as an employment-intensive, pedestrian-friendly employment gateway, and its unique locational attributes. *Development* of the interchange lands is to be characterized by pedestrian-friendly, high-quality, landmark built form that conveys a prestige employment image and definitive urban presence.
- b) Permitted within the Prestige Employment designation are such uses as business and professional offices, research and development facilities, manufacturing in wholly enclosed buildings, warehousing, distribution centres, retail sale of products manufactured, processed or assembled on the premises, automobile dealerships, financial institutions, restaurants, personal service establishments, athletic clubs, private recreational facilities, banquet facilities, convention centres, hotels and motels and uses ancillary to hotels and motels. However, the full range of permitted uses may not be permitted in instances where the location is subject to Area Specific policies contained in this Plan.

Automobile dealerships affiliated with an automobile manufacturer and that sell primarily new automobiles or trucks are also permitted within the Prestige Employment designation.

Service uses such as places of worship, funeral homes, public storage facilities and *schools*, shall not be permitted in the Prestige Employment designation.

- c) Notwithstanding Section b) above, no outdoor display of items, such as motor vehicles, watercraft, snowmobiles or cranes and other equipment, shall be permitted on lands visible from Highway 401.

- d) *Development* within the Prestige Employment designation that is adjacent to Highway 401 shall be designed so that the proposed buildings front on the Highway and exemplify high-quality design features including built form, landscaping and signage. The Town may develop design guidelines to assist in the review of *development* applications adjacent to Highway 401.
- e) Adequate parking and loading facilities shall be provided on the site. These facilities, except for a limited amount of adjacent visitor parking, generally shall not be located between the building(s) and Arterial Roads or Highway 401 to promote a prestige appearance. Shared access and parking among various properties is encouraged.
- f) The maximum gross floor area of an industrial or office use to be used as a showroom and/or for the retail or wholesale sale of products either manufactured, processed, assembled, or warehoused on the premises shall generally not exceed 20% of the total gross floor area of the building or unit, to a maximum of 500 square metres.
- g) Where a proposed Prestige Employment use abuts or is in proximity to an existing or planned residential use, land use impacts will be mitigated through the use of fencing, landscaping, berming or a combination of these features to ensure that there is adequate screening between the uses. The regulations of the Province, as amended from time to time, shall apply.
- h) All new *development* or *redevelopment* within the Prestige Employment designation shall be consistent with the Employment Areas Urban Design Guidelines adopted by Council. Because the Prestige Employment designation is located along major transportation corridors and does not permit outside storage, there is a superior level of building design and landscaping required.
- i) Employment support uses such as financial institutions, restaurants, personal service establishments, service or repair shops and private recreational facilities in freestanding forms of *development* shall be subsidiary to the principal uses established on a site. Freestanding forms of *development* accommodating employment support uses shall generally be limited to a maximum of 350 square metres in gross floor area. The total building coverage of all freestanding forms of *development* accommodating employment support uses shall be determined on a site-by-site basis, but shall generally be limited to 15% of the total building coverage on the site taking into consideration matters such as, but not limited to, pedestrian and vehicle circulation, building massing and location, and landscaping.

### 3.3.5 General Employment Designation

- a) Lands designated General Employment are located within interiors of employment areas.
- b) Permitted uses within the General Employment designation include such uses as offices, research and development facilities, manufacturing, warehousing, distribution facilities, public storage facilities, and the retail sale of products manufactured, processed or assembled on the premises.  
  
In addition, automobile service and repair/auto body shops and automobile dealerships that sell primarily used automobiles are permitted within the General Employment designation.
- c) The maximum gross floor area of an industrial or office use to be used as a showroom and/or for the retail or wholesale sale of products manufactured,

processed or assembled on the premises shall not exceed 20% of the total gross floor area of the building.

- d) Adequate parking and loading facilities shall be provided on the site. Shared access and parking among various properties is encouraged.
- e) Where a proposed General Employment use abuts or is in proximity to an existing or planned residential use, land use impacts will be mitigated through the use of fencing, landscaping, berming or a combination of these features to ensure that there is adequate screening between the uses. The regulations of the Province, as amended from time to time, shall apply.
- f) Outside storage may be permitted only within the General Employment designation, provided it is properly screened from public view and does not exceed 50% of the site area.
- g) All new *development* or *redevelopment* within the General Employment designation shall be consistent with the Employment Areas Urban Design Guidelines adopted by Council. General Employment Areas shall be developed to a high standard of urban design but, because they are generally located away from major transportation routes, outdoor storage is permitted if screened from public view.

### 3.3.6 Employment Policy Area 1

- a) Notwithstanding the Prestige Employment designation for the lands identified as Employment Policy Area 1 (south of Kingston Road, east of Notion Road - the boundaries of these lands are conceptually illustrated on Schedule 'G' to this Plan), Council recognizes that heavy industrial uses have been established for a number of years and contribute to the Town's economic base. Accordingly, asphalt and aggregate operations, lumber yards, open storage activities and machinery and equipment establishments in operation as of May 14, 2001 may continue. Expansions to these existing non-prestige employment uses shall be subject to the following requirements:
  - i) Expansions beyond 25% of the existing floor area as of July 9, 2001 shall only be permitted by amendment to this Plan;
  - ii) All expansion proposals will be evaluated based on compatibility with the surrounding context. In this regard, applicants shall provide information indicating that impacts from noise, odour and dust will be mitigated, to the satisfaction of the Town of Ajax; and,
  - iii) New buildings shall be appropriately screened from view adjacent to the cemetery at the south end of Notion Road and along the Duffins *Creek* valley. Such requirements will be subject to topographical constraints, and shall be implemented as a condition of site plan approval.
- b) New *development* within this area will be subject to the urban design policies within Section 2.5.2 of this Plan, the *Special Policy Area* policies within Section 2.5.5 of this Plan, and the Prestige Employment policies within Section 3.3.4, to the extent that the Prestige Employment policies are not in conflict with Section 2.5.5. New *development* at the intersections of Notion Road, Kingston Road and Pickering Parkway will contribute to the establishment of gateways.
- c) The Town shall establish urban design guidelines to guide the evaluation of private *development* applications. The urban design guidelines will establish design details pertaining to gateways, improving the Highway 401 frontage, and improving the existing interface with the surrounding communities.

- d) The Town of Ajax acknowledges the need to provide for a new stormwater management facility on Conservation Authority lands at the eastern end of Orchard Road. To this end, the Town of Ajax shall, where feasible, investigate and evaluate opportunities to partner with the Conservation Authority to establish such a facility. Participation from *development* proponents shall be sought to contribute to the establishment of such an area as a condition of *development* approval.
- e) Future employment uses in proximity to valley systems shall be sensitive to their environmental function. Lands within 50 metres of the Environmental Protection designation shall be subject to the provisions of Section 2.2.5 of this Plan. Further, appropriate mitigating measures, which may include building setback requirements, shall be included in the implementing zoning and through the evaluation of *development* proposals.
- f) On lands described as Parts 1 and 4, Plan 40R-9920, open storage may be permitted in association with a permitted use, subject to provisions governing open storage being established within the Zoning By-law and requirements pertaining to the location and screening of open storage areas being addressed within a site plan agreement, to the satisfaction of Ajax Council.

### 3.3.7 Industry Clusters

- a) An industry cluster is a set of inter-linked private sector industries and public sector institutions, whose final production reaches markets beyond the Town. Further, competitive clusters are a key component to the economic prosperity of the local economy because exports result in money being circulated among local-serving enterprises and their employees.
- b) The Town has particular strengths in the aerospace, automation, automotive, and plastics, rubber and chemical sectors which is known collectively as the advanced manufacturing sector. The designated and serviced employment lands in proximity to the Highway 401 corridor provide prime locations for prospective industries within the advanced manufacturing sector. As such, advanced manufacturing industries are encouraged to locate within the Town's Carruthers *Creek* and Audley Road Employment Areas.

### 3.3.8 Flex Space

Any proposal to construct warehouse/distribution centres shall be encouraged to be designed in a manner that is sufficiently flexible to potentially accommodate such functions as office, light manufacturing/assembly and distribution/transportation components.

### 3.3.9 Special Study Area 2

- a) The lands generally bound by Kerrison Drive, Audley Road, the future extension of Chambers Drive, and Carruthers *Creek* as identified on Schedule A-1 have been identified as a Special Study Area. The Town shall conduct a study to determine the feasibility and marketability of developing an entertainment and recreation node on the employment lands located within the Special Study Area. As part of the study, the Town will explore the potential for the *development* of an entertainment and recreation node to accommodate *recreation*, tourism, entertainment, commercial and employment land uses. This policy shall not preclude the consideration of any expansion to an existing use or the *development* of a new use permitted by the underlying Prestige Employment designation.

## 3.4 SPECIFIC LAND USE POLICIES

### 3.4.1 Day Care Facilities

- a) Day care facilities that are licensed under the Day Nurseries Act and that are compatible with surrounding uses may be permitted in all *schools* and within the Residential, Mixed Use, and Employment Area designations. In addition, where food services are proposed, such facilities must comply with the Health Promotion and Protection Act.
- b) Rezoning applications to permit a day care facility within a Residential designation shall ensure that the use will not have a negative impact on the enjoyment and privacy of the neighbouring residential properties.

### 3.4.2 Places of Worship

- a) Places of worship may be permitted within all the Residential and Mixed Use designations. Freestanding places of worship will be encouraged to locate on sites that act as, or enhance a community focal point, or that terminate a vista.
- b) Places of worship shall be located on Arterial and/or Collector roads and shall be subject to site plan control to ensure compatibility with adjacent uses. Places of worship shall be required to be located on a minimum site of .75 of a hectare. No places of worship shall be permitted on a site of 2.0 hectares or greater without a site-specific amendment to this Official Plan.
- c) *Development* approvals shall ensure that the use will not have a negative impact on the enjoyment and privacy of neighbouring residential properties and that adequate access and parking facilities are available on the lot.
- d) Places of worship may be contained within multiple use buildings in the Mixed Use designations.

### 3.4.3 Bed and Breakfast Establishments

Bed and breakfast establishments may be permitted in any ground-oriented housing form in all designations where residential uses are permitted, provided that the use does not substantially alter the residential nature of the property, is compatible with the surrounding uses, and that adequate parking can be provided on site.

### 3.4.4 Home-Based Businesses

Home-based businesses may be permitted in all designations where residential uses are permitted provided the use is accessory and subordinate to the residential use, is compatible with the surrounding use; and does not substantially alter the residential nature of the property. Home-based businesses involving the preparation of food are subject to provincial health requirements.

### 3.4.5 Community Facilities

- a) *Community facilities* may be permitted within all land use designations, with the exception of the Environmental Protection designation.  
  
*Community facilities* limited to trails, trailheads and other appropriate forms of *development* may be permitted within the Environmental Protection designation, subject to adequate review and study to confirm, to the satisfaction of the Conservation Authority, that any proposed *community facilities* will not adversely impact the natural environment and are compatible with the surrounding area.

- b) The Town recognizes that urban intensification will, over time, require that *community facilities* be enhanced to recognize increases in population density and changes in usage patterns without necessarily any increase in lands set aside for such *community facilities*. Therefore, the Town will need to ensure that existing and planned *community facilities* have the potential to intensify and adjust their programming to match the needs of the population over time.
- c) The Town will plan for a distribution of *community facilities* throughout the municipality. The Town will ensure that *community facilities* are well served by transit and that they become key destinations on the Town's walkway and trails network.
- d) The Town's objective for library facilities is to provide library space at the rate of 0.06 square metres per person, and that library facilities be distributed throughout the Town in key, highly accessible locations.

### 3.4.6 Schools

- a) *Schools* are a permitted use within all Residential and Mixed Use designations.
- b) *School* sites support the definition of community structure and patterns of land use. The location, size and configuration of the *school* sites shall be further defined by plans of subdivision, in consultation with the School Board or school provider.
- c) *School* sites and buildings will be developed in accordance with the following policies:
  - *where a school site adjoins public parkland, the school site shall be sized and designed to facilitate potential joint use between the Town and the respective School Board or school provider;*
  - parking and loading areas will be provided, and access points designed, in a manner that will minimize conflicts between pedestrian and vehicular traffic; and,
  - in the event that a planned *school* site is not required, it may be developed for uses consistent with the underlying land use designation without an amendment to the Official Plan.
- d) The Town, in co-operation with the school boards, shall promote the community use of *school* facilities, including the establishment of child care uses within *schools*.

### 3.4.7 Trade and Business Schools

Trade and business schools may be permitted within all the Mixed Use and Employment designations.

### 3.4.8 Secondary School Multi-Use Campus

- a) The Secondary *School* Multi-Use Campus identified on Schedule 'A-1' is comprised of a Catholic secondary *school* and a public secondary *school* which shall be the predominant land use components of this *development*. Other associated land uses such as community, recreational, educational, institutional and employment uses may also be permitted provided these uses are secondary, accessory or supportive of the predominant land use.
- b) Any retail use(s) shall be integrated into the principal Campus building, shall not exceed 930 square metres, shall not be permitted within a freestanding retail building, and neither the building nor the site shall be designed to serve the day-to-day retail needs of the general public.

- c) Should the Campus not be required for secondary *school* purposes, the lands may be developed in accordance with the provisions of the Prestige Employment designation without the need for an amendment to the Official Plan.
- d) The Town, in co-operation with the school boards, shall promote the community use of *school* facilities, including the establishment of child care uses within the Secondary *School* Multi-Use Campus.

### 3.4.9 Service Stations

- a) Service Stations are establishments that primarily sell motor fuel products as well as associated automotive products for automobiles. Ancillary uses may include convenience retail, automobile washing and/or mechanical repair. The full range of permitted uses may not be permitted at every location, depending upon their compatibility with surrounding land uses.
- b) Truck refuelling depots are not considered service stations by the Official Plan. The location and site design characteristics of truck refuelling depots shall be strictly controlled by the Town, and shall only be permitted through a site-specific Official Plan Amendment following a thorough review of the *development's* impact on surrounding land uses.
- c) Service stations are not identified on Schedule 'A-1'. However, they are a permitted use at intersections with Type 'A'/Type 'A', or Type 'A'/Type 'B', or Type 'B'/Type 'B' Arterial Roads, subject to Regional approval within all the Residential designations. Unless otherwise prohibited by site or area specific policies, service stations are also a permitted use within Mixed Use, Prestige Employment and General Employment designations, as long as the site abuts an Arterial and/or Collector Road(s). No more than two service stations shall be permitted at any one intersection.
- d) Services stations and associated ancillary uses are generally limited to 500 square metres of gross floor area and a height of 1 storey. The net site area required shall generally be between a minimum of .30 and a maximum of .80 of a hectare, except where an automobile washing facility is planned, where the net site area shall generally be between a minimum of .60 and a maximum of .80 of a hectare. The design of all service station sites shall be consistent with the Council-adopted Urban Design Guidelines for Service Stations/Gas Bars as amended by Council from time to time.
- e) Where a proposed service station use abuts or is in proximity to an existing or planned residential use, impact mitigation techniques, such as lighting control, fencing, landscaping, berming or a combination of these features, shall be utilized to ensure that there is adequate screening between the uses, to the satisfaction of the Town. The *development* of automobile washing and/or mechanical repair and/or any ancillary drive-through commercial activity on a site that abuts lands designated for residential *development* may only be permitted by the Town, subject to the satisfactory achievement of the following:
  - the net site size is generally between .60 and .80 of a hectare;
  - that adequate buffering has been provided to mitigate all undue, adverse impacts, including visual impact, and the impacts of excessive light, noise, smell/fumes and other pollution effects; and,
  - a site-specific rezoning and site plan approval is secured that ensures an appropriate site configuration, landscaping program and the required impact mitigation/buffering from the abutting existing or planned residential land uses.

### 3.4.10 Gaming and Gambling Establishments

- a) The Town currently accommodates a Gaming and Gambling Establishment that may include any number of video lottery terminals, slot machines, on and off-track betting, lottery ticket kiosks and temporary special events authorized by Council, but shall exclude bingo parlours and casino-type games.
- b) Additional Gaming and Gambling Establishments are not contemplated by the Official Plan. Before any additional Gaming and Gambling Establishment is considered on a particular property, Council shall hold a referendum on whether to support such a facility pursuant to the Municipal Elections Act, as amended, or other equivalent process as may be deemed necessary by Council. No further referendum shall be held on a similar question for a period deemed necessary by Council. Any referendum question asked on this matter outside a regular municipal election shall be at the expense of the applicant.

### 3.4.11 Body Rub and Alternative Health Care Establishments

No body rub and/or alternative health care establishments shall be permitted within the Town unless provided by a person duly qualified, licensed, or registered to do so under the Laws of the Province of Ontario for medical or therapeutic treatment.

### 3.4.12 Adult Entertainment Parlours

Given the land use impacts associated with some uses, Adult Entertainment Parlours shall be prohibited in the implementing Zoning By-law or development permit by-law.

## 3.5 WASTE MANAGEMENT

### 3.5.1 The following definitions shall apply:

- a) Waste disposal sites refer to lands that act as permanent sites for waste such as landfills but does not include waste transfer facilities.
- b) Waste transfer refers to the act of recycling, processing, transfer, handling and/or composting of waste material from domestic, institutional, commercial, industrial or construction and demolition sources, but does not include the treatment or disposal of liquid industrial waste or hazardous waste. Waste transfer facilities refer to operations within wholly enclosed buildings where waste transfer activities occur under controlled conditions.
- c) An automotive recycling facility refers to an area where motor vehicles that are not in operable condition are disassembled, dismantled, or where used parts of motor vehicles disassembled on the premises, are stored.

### 3.5.2 New waste disposal sites and/or the expansion or increase in the capacity of waste disposal sites shall not be permitted within any land use designation.

### 3.5.3 As of the date of the preparation of this Plan, the Town of Ajax is of the view that no need exists for the *development* of new waste transfer facilities or automotive recycling facilities within the Town of Ajax, as the demand for such uses is accommodated within existing facilities and elsewhere within Durham Region. However, in the event that Ajax's demand for such additional facilities exists, and should Council deem it appropriate to consider these uses, waste transfer facilities or automotive recycling facilities may be permitted within the General Employment designation, by amendment to this Plan, subject to proponents for such uses satisfying the following land use and *development* criteria, to the satisfaction of the Town of Ajax:

- a) such uses shall not be permitted within 150 metres of Highway 401, or any Type 'A', 'B' or 'C' Arterial Road, Residential Area, Mixed Use Area or land use designations under the Greenlands System of this Plan;
- b) proponents for such uses shall submit a report prepared by a qualified consultant evaluating potential impacts on surrounding land uses including traffic, noise and dust, land use compatibility and shall address proposed on-site buffers and mitigation measures, including measures for visual screening, dust and odor suppression, truck haulage routes, noise mitigation including hours of operation, and an implementation plan for such matters; and,
- c) or automotive recycling, the use shall only be permitted within an appropriate Heavy Employment zone category and justified through the submission and approval of a spills control plan and fire safety plan, together with all required documentation of the Technical Standards and Safety Authority, the Ministry of the Environment and demonstration that licenses for the appropriate waste streams have been granted by provincial authorities.

**3.5.4** A recycling and solid, non hazardous, waste material recovery and transfer facility is permitted on the property located on Parts 2 and 3 Plan 40R-10031 being municipally known as 375 Clements Road West (the boundaries of these lands are conceptually illustrated on Schedule 'G' to this Plan). All waste processing shall occur within the confines of a wholly enclosed building. Recycled waste may be stored on-site, in a defined location, within storage bins or trailers.

**3.5.5** The existing automotive recycling facility at 147 Westney Road South is not permitted. It is the Town's intent to have this site redeveloped in accordance with the Prestige Employment designation.

**3.5.6** An automotive recycling facility and salvage yard is permitted on lands described as Lot H-2 and Part of Lot H-1 and Part of Rowe Street, Plan 480, designated as Parts 2, 3 & 4 on Plan 40R-12652 and Part of Block L, Plan M-26, designated as Parts 1 and 2 on Plan 40R-7231, Town of Ajax, Regional Municipality of Durham, known municipally as 150 and 160 Dowty Road, and the lands designated as Parts 1, 7 and 8 on Plan 40R-20035 (the boundaries of these lands are conceptually illustrated on Schedule 'G' to this Plan), subject to the following, all to the satisfaction of the Town of Ajax:

- i) a Spills Control Plan and Fire Safety Plan have been submitted to the satisfaction of Ajax Fire and Emergency Services;
- ii) vehicle crushing may not be permitted within 50 metres of the street line of Dowty Road;
- iii) that any on-site combustion of waste oils shall only be permitted following the issuance of a Certificate of Approval (Air) from the Ministry of the Environment and the requirements of the Technical Standards and Safety Authority;
- iv) that all on-site *development* occur in accordance with an approved site plan, which shall incorporate a 6 metre landscape strip along Dowty Road; and,
- v) that outdoor storage may be permitted on the subject lands up to 57% of the area of the site, and all outdoor storage areas shall be fully screened by a 2.4 metre board fence.

**3.5.7** The Town shall develop and implement a Waste Reduction Plan to provide improved waste, recycling and composting facilities in Town-owned facilities.

## 4.0 TRANSPORTATION

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### 4.1 VIBRANT STREETS

Ajax is in a strategic central location within Durham Region and its approach to transportation *infrastructure* is instrumental in directing economic, social, and environmental improvement. The vision for Vibrant Streets includes the efficient movement of people and the establishment of a multi-modal Transportation Network where residents and workers are offered a full and practical range of travel options. For the purposes of this Plan, the transportation network consists of the Road System, the Transit System, the Active Transportation System, and the Railway System. In support of this vision, the Town shall be guided by the following principles:

- a) Ensure that the movement of people and goods within the Town and other areas is improved by means of an integrated, environmentally sensitive, safe, efficient and balanced transportation system;
- b) Support initiatives and approaches which support multi-modal nodes and corridors that serve the needs of an increasingly diverse population including growing families, the senior population and an evolving business community;
- c) Ensure that the transportation network is planned, designed, built and managed in a manner that directs growth within the urban boundary, particularly already built-up areas and away from areas where *development* is discouraged by the policies of the Plan, such as the Greenlands System;
- d) Continue its commitment to Federal, Provincial and Durham Regional policies that support and encourage greater participation in sustainable transportation alternatives by seeking measures to increase the share of trips taken by transit, walking and cycling; and,
- e) Support improvements to the transportation network through advances in *green infrastructure*, transit-oriented development, enhanced road safety, and through accommodating all road users that make Ajax a walkable, livable and thriving community.

#### 4.1.1 Goals

The Town supports the design and development of an integrated transportation network for the safe and efficient movement of people and goods and shall:

- a) Promote the development of an integrated transportation network that safely and efficiently accommodates various modes of transportation including trains, automobiles, trucks, public transit, cycling and walking in a sustainable manner;
- b) Promote the increased use of public transit, cycling, and walking as energy efficient, affordable and accessible forms of travel;
- c) Protect transportation corridors, including GO Rail stations that will facilitate the development of a transportation system compatible with and supportive of existing and future land uses and that are sensitive to environmental features;
- d) Supports improvements to public transit service and active transportation facilities in order to provide better mobility choices for residents, employees and visitors;
- e) Reduce auto dependency by supporting opportunities for multi-modal use such as carpooling, active transportation and increased transit use over single occupant vehicles;

- f) Promote idle-free zones in the vicinity of *schools*, community centres and other suitable locations, as necessary;
- g) Promote and implement Safe Routes to Schools plans;
- h) Implement weekend pedestrian and bicycle streets where appropriate;
- i) Support *Transportation Demand Management (TDM)* initiatives that promote alternative modes of transportation and increase transit ridership, walking and cycling;
- j) Ensure that all *development* applications for major commercial, employment or institutional *development* include a TDM strategy; and,
- k) Support and promote the safe and efficient movement of goods within the Town and Durham Region.

#### 4.1.2 General Policies

Through the review of *development* applications, the Town shall:

- a) Ensure that transportation facilities, including transit, trails, accessible sidewalks, bicycle facilities and walkways required to serve the needs of the local residents are planned, or are in place in accordance with the site specific conditions of Draft Approval and/or Subdivision Agreement and/or Development Agreement;
- b) Develop and review the appropriate levels of service for winter maintenance on multi-use and boulevard trails;
- c) Ensure that the effects of noise, fumes and vibration on existing and future residential *development* are minimized when developing and constructing for transportation facilities, by ensuring consistency with the objectives and policies of this Plan;
- d) Ensure that *development* proceeds with the adequate *infrastructure* improvements to support the impact of that *development* on the transportation network, or the phasing of *development* until the transportation supply is achieved;
- e) Protect for the needs of vulnerable road users such as children, youth, persons with disabilities and seniors as part of the *development* review process and as part of the design of all facilities;
- f) Support approaches which optimize the use of existing and proposed future parking facilities and support *development* proposals which adhere to transit and active transportation supportive land use planning and design principles;
- g) Support initiatives that encourage developers and employers to utilize *Transportation Demand Management (TDM)* strategies such as carpooling, vanpooling and provide preferred parking spaces for participants;
- h) Promote the use of public transit, carpooling, and flextime as strategies to reduce travel demand on the Road System; and,
- i) Ensure that intensive land uses are provided along planned and existing transit routes and transit nodes, including the Ajax GO Station.

#### 4.1.3 Transportation Master Plan

The Town shall develop and adopt regular updates to the Transportation Master Plan (TMP) at least every five (5) years which shall include policies, programs and *infrastructure* improvements required to address the Town's Transportation and Active Transportation Network including the Transportation vision, goals, objectives and policies of this Plan.

## 4.2 ROAD SYSTEM

The Road System consists of Freeways, Arterial Roads (Types 'A', 'B' and 'C'), Collector Roads, Local Roads and Lanes. The Road System shall provide safe, efficient and reliable movement of people and goods using a variety of modes of transportation. In support of the Road System, the Town shall:

- a) Cooperate with Durham Region and adjacent Area Municipalities to provide a Road System that facilitates safe, accessible, reliable and efficient movement of people and goods using a variety of modes;
- b) Develop and support a street pattern based on a permeable grid pattern of Arterial, Collector and Local Roads which:
  - i) is well connected to the surrounding Regional and Provincial road/ highway network;
  - ii) facilitates direct and safe pedestrian, bicycle and vehicular movement throughout the Town;
  - iii) permits ready access to transit services within reasonable and direct walking distance; and,
  - iv) avoids secondary emergency access routes in favour of direct road connections;
- c) Achieve the Road System as shown on Schedule 'C-1', Road System, that conforms with and supports the Provincial and Regional Road network;
- d) Develop and plan for roads in accordance with good traffic engineering principles and urban design practices for all municipal roads and in accordance with Schedule 'C-4', Road Criteria;
- e) Plan for conformity within the Road System regardless of jurisdiction;
- f) Recognize that improvements to the road network should be based on increasing person capacity within vehicles and by walking and cycling, rather than strict accommodation of single occupant vehicles;
- g) Recognize that the Road System connects people with the community regardless of their choice in transportation;
- h) Support advances in sustainable street design to ensure that every component of the street from truck routes to sidewalks are designed with the end user in mind;
- i) Promote the designation of Taunton Road, Salem Road, Lake Ridge Road, Highway 401 and Highway 407 East extension as the designated goods movement corridors serving Ajax;
- j) Work with the Region to assess the need and justification of implementing truck priority lanes such as designated truck routes and dangerous goods movement routes;
- k) Encourage the Province and Durham Region to continuously improve highway maintenance practices to reduce airborne contaminant releases into the Duffins and Carruthers Creeks and municipal stormwater system; and,
- l) Promote goods movement by supporting the Region and the Ministry of Transportation in their efforts to widen Taunton Road and Highway 401.

#### 4.2.1 Freeways

The Town recognizes that Freeways are vital to the economic health and prosperity of the Town and includes Highway 401, the extension of Highway 407 East and the north-south freeway links between the extension of Highway 407 and Highway 401. Freeways are essential to retaining and attracting employment and for goods movement within and through the Region. To improve mobility, modal choice, safety and facilitate the movement of people and goods along Freeways, the Town shall:

- a) Support the widening of Highway 401 and the extension of Highway 407 East through Durham Region;
- b) Support the location of the 407 Freeway Link between Highway 401 and Highway 407 in West Whitby in accordance with the Technically Recommended Route provided within the Highway 407 East Environmental Assessment;
- c) Encourage the acceleration of transitway facilities on the extension of Highway 407 East and the freeway links;
- d) Work with the Ministry of Transportation, Durham Region and adjacent area municipalities to ensure that pedestrian and bicycle facilities are provided on roadways which cross Highway 401, Highway 407 East extension and north-south freeway links;
- e) Encourage the Province and Durham Region to develop High Occupancy Vehicle (HOV) Lanes on Highway 401, the Highway 407 East extension and the freeway links in order to support transit, vanpooling, carpooling and other *Transportation Demand Management (TDM)* measures;
- f) Promote the construction of a future interchange at Highway 401 at Lake Ridge Road; and,
- g) Promote the construction of grade separated crossings of Highway 401 at Audley Road and Notion Road.

#### 4.2.2 Arterial Roads

Arterial Roads are designated on Schedule 'C-1', Road System and shall be developed in accordance with the Durham Regional Official Plan. In support of this Plan, the Town shall:

- a) Require that the construction or reconstruction of Arterial Roads under the jurisdiction of the Town of Ajax shall be preceded by an appropriate public consultation process to address such issues as construction schedules, rights-of-way widening, impact on street trees and streetscape improvements;
- b) Encourage the provision of bicycle facilities on Bayly Street and Kingston Road subject to appropriate engineering requirements;
- c) Protect and support the historical integrity of Kingston Road and Church Street as the main streets of Historic Pickering Village. Notwithstanding any other policy of this Plan, the design standards for Kingston Road and Church Street, both Type 'B' Arterial Roads shall be appropriate for the character and scale of *development* within Historic Pickering Village, shall minimize the impacts of the road on adjacent historic buildings, and shall provide a high quality urban environment for pedestrians. As such, the desired operating speed shall be a maximum of 50 km per hour. Reductions to the required right-of-way width and access restrictions for Type 'B' Arterial Roads shall be permitted within the Historic Pickering Village, subject to the approval of the Region;

- d) Ensure that Harwood Avenue serves as the Town's ceremonial route from the Lake Ontario waterfront to Taunton Road. Harwood Avenue shall have a 36 metre right-of-way and an enhanced streetscape treatment including a landscaped centre median;
- e) Require an amendment to this Plan and the Durham Regional Official Plan where the class and function of an Arterial Road is to be changed to a higher or lower class and function;
- f) Work with Durham Region to ensure that road widening on Taunton Road and Kingston Road beyond the existing cross-section be used for the sole purpose of transit vehicles and/or High-Occupancy Vehicle (HOV) lanes or cycling facilities; and,
- g) Ensure a maximum of four lanes (two lanes in each direction) on arterials under the Town's jurisdiction for passenger cars and goods movement.

#### **4.2.3 Collector Roads**

Collector Roads are designated within Schedule 'C-1', Road System and shall be developed in accordance with Schedule 'C-4', Road Criteria of this Plan. The Town shall:

- a) Continue to provide a comprehensive network of Collector Roads within the Town for the purposes of collecting and distributing traffic among Local Roads, other Collector Roads, Arterials Roads and major traffic generators; and,
- b) Support and protect the use of Collector Roads to accommodate transit through Mixed Use Areas, Residential Areas and Employment Areas of the Town.

#### **4.2.4 Local Roads**

Local Roads shall be developed in accordance with Schedule 'C-4', Road Criteria of this Plan. The Town shall:

- a) Ensure that Local Roads are generally designed on the basis of a grid street pattern and may be modified in certain circumstances to accommodate special siting or *development* circumstances;
- b) With the exception of the Downtown or the Uptown, discourage new direct connections from Local Roads to Type 'A' and 'B' Arterial Roads. Notwithstanding this policy, connections from a Local Road to Arterial Roads may be permitted provided such intersections do not unduly affect the operating conditions of the Arterial Road;
- c) Discourage cul-de-sacs. Cul-de-sacs may be considered where no other practical solution exists; and,
- d) Discourage P-loop roads or road patterns that require the provision of a secondary emergency access, except where no other practical solution exists.

#### **4.2.5 Lanes**

Lanes shall be developed in accordance with Schedule 'C-4', Road Criteria of this Plan. The Town shall:

- a) Permit the location of *utilities* within the Lane rights-of-way subject to functional and design standards approved by the Town;
- b) Functional and design standards for Lanes shall be established by the Town; and,
- c) Lanes may be proposed at the plan of subdivision stage and shall be evaluated based on urban design policies and standards approved by the Town.

#### 4.2.6 Roads Policies

In support of the Road System, the Town shall:

- a) Ensure where appropriate that road widenings and new road construction include provision for on-street bicycle lanes, multi-use trails within the boulevard where appropriate and cycle tracks;
- b) Determine the alignments of local roads through municipal planning studies or during the consideration of *development* applications subject to the Environmental Assessment process and policies within this Plan;
- c) Determine the alignments of Arterial and Collector Roads through the Municipal Class Environmental Assessment Process;
- d) Encourage that new road construction avoid environmental features in order to preserve the natural environment, whenever possible;
- e) Protect for the provision of travel lanes, *utilities*, on-road bikeways (bike lanes, cycle tracks, bicycle boulevards, marked shared lanes, etc.), *infrastructure*, high occupancy vehicle lanes, sidewalks, multi-use trails, medians, streetscaping, landscaped boulevards, traffic calming where appropriate within the road right-of-way consistent with the Regional Official Plan and Regional Cycling Plan;
- f) Protect for additional rights-of-way where appropriate to accommodate operational improvements such as turning lanes, daylight triangles and traffic control devices;
- g) Protect for additional rights-of-way where appropriate road design or traffic safety measures cannot be accommodated within the given right-of-way due to topographic conditions;
- h) Recognize that unequal widening may be taken due to site specific conditions including but not necessarily limited to the existence or protection of topographical features, *cultural heritage resources*, significant natural features or other unique conditions;
- i) Ensure that sidewalks are provided on both sides of new roads greater than 300 metres in length within the urban boundary and, where roads are less than 300 metres in length, sidewalk on one side must be provided;
- j) Provide accessible pedestrian and trail street crossings where appropriate;
- k) Control access to Type 'A' 'B' and 'C' Arterial Roads to optimize traffic safety and capacity. Access shall be determined through consultation with the Road Authority having jurisdiction;
- l) Encourage the use of reciprocal easement agreements and the consolidation of driveways at locations where driveway spacing is less than the applicable criteria defined in the Regional Official Plan and the Ajax Official Plan;
- m) Ensure that *development* proposals that require an amendment to the Official Plan complete a transportation impact study, to the satisfaction of the Town, the Region and/or the Province;

- n) Ensure that as a condition of a *development* approval, land for local municipal road widening will be conveyed at no expense to the Town in order to implement the Road System designated within Schedule 'C-1' – Road System, Schedule 'C-2' - Transit Priority System<sup>4</sup> and Schedule 'C-3' – Priority Active Transportation Facilities;
- o) Ensure that new roads do not undermine the viability of existing or planned transit services;
- p) Consider traffic calming measures on any Town road, subject to appropriate engineering standards and a review by the Town on the relative effectiveness of the traffic calming technique to solve the stated traffic problem;
- q) Ensure that developers construct all traffic calming devices in new subdivision *developments* before the first occupancy in that *development*;
- r) Encourage and support the application of *Intelligent Transportation Systems (ITS)* to optimize the operation of the Road System; and,
- s) Recognize the public function of the road right-of-way and promote the provision of pedestrian furniture and amenities within the road boulevard provided that the placement does not obstruct sight lines or impede the safety of road-users.

#### 4.2.7 Policies

In recognition of the need to plan for a multi modal transportation system, the Town will support an adequate supply of parking that meets the needs of businesses and residents, and shall be balanced with good urban design, compact *development*, and approaches to encourage alternative modes to the automobile and to provide for environmental improvement. To support this approach, The Town shall:

- a) Require adequate off-street parking for all new *development* and ensure parking areas are designed to:
  - i) minimize conflict with traffic on Arterial Roads;
  - ii) provide parking for persons with disabilities; and,
  - iii) provide screening of parking areas from surrounding roads and properties by appropriate landscaping and/or fencing;
- b) Encourage the location of parking at the rear of a building in order to limit the amount of parking between the front face of the building and the street;
- c) Ensure that parking structures are designed and situated to support transit oriented development and transit use;
- d) Support approaches that minimize total pavement area in order to reduce stormwater management impacts and *urban heat island effects* through such measures as:
  - i) encouraging reduced surface parking;
  - ii) encouraging underground parking where appropriate;
  - iii) encouraging permeable parking surfaces; and,
  - iv) reserved spaces for carpooling vehicles or establishing priority parking space assignments through the review of *development* applications;

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<sup>4</sup> Deferral No. D40-2 - Schedule 'C-2', in its entirety, has been deferred. Refer to table of 'Outstanding Deferrals' preceding the Table of Contents.

- e) Support approaches that quantify the cost of free parking and promote non-automobile oriented forms of travel including:
  - i) encouraging employers to consider providing cash equivalents to employees in lieu of free parking that can be used for other means of transportation such as transit;
- f) Endeavour to provide off-street parking to serve the Downtown Regional Centre, Village Centre, Community and Town-wide parks, and *Community Facilities*. In this regard, the Town may:
  - i) establish areas where payment of cash-in-lieu of required parking may be accepted. A reserve fund may be established to be used for the improvement or expansion of public parking facilities; and,
  - ii) use, or authorize the use of vacant lands for parking on a temporary basis, where such parking is needed and desirable. In recognition of the important role parking plays in the ability of the Downtown Regional Centre to function as a 'destination area' – where motorists are encouraged to park their automobiles and then sample, as pedestrians, the mix of activities the Downtown has to offer - the use of land for general purpose public parking is considered an appropriate interim condition for surface parking within the Downtown Regional Centre, and an appropriate long-term condition for structured parking;
- g) Review off-street and on-street parking regulations to reflect evolving patterns of motor vehicle use;
- h) Encourage harmonizing parking facilities and shared parking for adjacent properties where peak demand for parking does not conflict;
- i) Ensure that where surface parking cannot be avoided, or parking lot retrofits are proposed, designs provide tree plantings and/or pervious surfaces that seek to reduce the volume of surface runoff to the Town's stormwater management system;
- j) Encourage the incorporation of bicycle parking and/or storage within all new development and associated change and shower facilities where appropriate;
- k) Ensure that all parking facilities provide safe, efficient, and separate pedestrian walkways;
- l) Provide accessible parking in the vicinity of accessible entrances to buildings, and to ensure that accesses to buildings are barrier-free;
- m) Preserve the supply of on-street parking by ensuring that driveways in new *developments* are paired where possible;
- n) Within the design of new small lot freehold residential *developments*, the Town will ensure that an adequate supply of parking is protected on local roads through such measures as rear-lane or double fronted lot formats; and,
- o) Establish parking maximum standards for *developments* adjacent to rapid transit corridors.

#### 4.2.8 Roads Within the Downtown

- a) It is the Town's intention to extend Kitney Drive and construct a new east-west connection between Harwood Avenue South and Kitney Drive/Centennial Road, to facilitate access to the Ajax Community Centre. The exact alignment of these facilities will be determined by the Town, in consultation with the affected parties.

- b) New east/west and north/south roads are required to enhance access within and through the Downtown and are encouraged through the *development* and/or *redevelopment* process. Further, additional roads will be required through the *development* and/or *redevelopment* process to ensure that *development* blocks, subdivided by public roads, are generally not larger than 100 metres by 200 metres. New roads/roadway extensions being evaluated in the short-term include:
- i) the connection of Commercial Avenue, Kitney Drive, and Centennial Road, to help improve vehicular and pedestrian access among some of the key land use assets within the Downtown; and,
  - ii) a new east-west connection between Kitney Drive/Centennial Road and Harwood Avenue South, south of Bayly Street West and north of the Hospital lands, to facilitate access to the Ajax Community Centre from the north and east.

The exact alignment of these facilities will be determined by the Town, in consultation with the affected parties.

- c) Harwood Avenue South - The landscape character and civic importance of Harwood Avenue as the Town's ceremonial route will not change. Accordingly, future *development* will contribute to Harwood Avenue South as the primary ceremonial route through Ajax.

Harwood Avenue South will be maintained having two lanes of travel in each direction separated by a wide treed median and is intended to accommodate higher order transit. The westerly landscaped boulevard should include a wide pedestrian walkway lined with special pedestrian scaled lights, benches and open-air shelters. Parking lay-bys for on-street parking in both directions will be explored by the Town, in consultation with the Region, provided that such features are designed for continued pedestrian and vehicular safety and do not impact specimens of mature trees that are worthy of preservation.

- d) Bayly Street - Bayly Street will be designed within a 36 metre right-of-way. It will have 3 travel lanes in each direction separated by a raised, treed median. The centre median may, if necessary, be broken to accommodate additional intersections and/or centre lane turning movements.

Bayly Street will have enhanced pedestrian and cycling amenities on both sides and will accommodate an improved level of transit. Street trees will be located on the outside edge of the right-of-way. This enables integration with adjacent landscape treatment on private lands and greater distance from the effects of salt spray and snow clearing. In the longer term, lanes within the road right-of-way may be used for multiple purposes, such as transit priority and high occupancy vehicles.

- e) Commercial Avenue – Commercial Avenue shall be designed within a 23 metre right-of-way. It will have one travel lane in each direction with on-street parking. The right-of-way should be positioned to provide a minimum of 3.0 metres between the existing Harwood Plaza and the east edge of the right-of-way.
- f) Monarch Avenue/Hunt Street - Monarch Avenue and Hunt Street each have a 23 metre right-of-way width. Both streets will have one travel lane in each direction. Both streets will be designed to accommodate on-street parking.
- g) Local Roads - Local roads through the Downtown should be designed within a 17 to 23 metre right-of-way and accommodate one travel lane in each direction and on-street parking. They shall be designed with a high degree of pedestrian amenity.

- h) All Roads Built to Town Standards - All roads identified within the Downtown shall be built and maintained to an operational standard satisfactory to the Town and shall provide for permanent public access for traffic within and through the Downtown.
- i) Private Roads Permitted - The Town, through the execution of a subdivision agreement, may permit private roads to be designed and built to Town standards subject to a public easement, with conveyance of the road to the Town at no cost at any time in the future if the Town deems it necessary.
- j) Pedestrian Safety - Additional signalized road crossings should be considered on Harwood Avenue and on Bayly Street. Wherever warranted, pedestrian crossings should be signalized to improve safety.

### 4.3 TRANSIT SYSTEM

The Transit System consists of transit services operated by the Province and Durham Region Transit. In recognition of the need for a viable transit system as part of a proactive multi-modal strategy, the Town shall support an efficient, convenient, reliable and well-connected transit system that is integrated with other modes of transportation, supports new and existing *development*, reduces traffic congestion, noise pollution, limits environmental impacts and increases mobility options for residents and employees. In recognition of the value of the Transit System, the Town shall:

- a) Support and encourage a higher use of public transit within the Town and in cooperation with the Region, seek methods to increase the public transit share of the overall travel to a target of 20 percent transit modal split during the peak period, excluding *school* trips;
- b) Protect for the placement of higher residential and employment densities along arterial roads that are well served by surface transit or that have been identified for rapid transit or priority transit;
- c) Support the *development* of an efficient, safe, reliable, accessible, convenient transit system that encourages connectivity between different transit operators;
- d) Promote transit supportive land use planning in developing and built-up areas of the Town;
- e) Encourage transit-supportive *development* densities and mixed-use *development* along designated major transit corridors including Kingston Road (Highway 2) and at transit terminals including the Ajax GO Station;
- f) Support the expansion of GO Transit, Durham Region Transit, Kingston Road *Bus Rapid Transit (BRT)* and transit priority measures;
- g) Support measures which promote a seamless transit network including connections to a future Highway 407 Transitway and to GO Transit stations including the Seaton community in Pickering;
- h) Support the implementation and protection of *Rapid Transit Routes*, future commuter rail line and GO Transit corridor, as provided within Schedule 'C-2' - Transit Priority System<sup>5</sup>;

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<sup>5</sup> Deferral No. D40-2 - Schedule 'C-2', in its entirety, has been deferred. Refer to table of 'Outstanding Deferrals' preceding the Table of Contents.

- i) Support the implementation of *Rapid Transit Routes* along Westney Road, Harwood Avenue (between Westney Road and Kerrison Drive), Salem Road, and Taunton Road as provided within Schedule 'C-2' - Transit Priority System<sup>6</sup>;
- j) Support the Province, Durham Region and other levels of government and government agencies in the development of a future commuter rail service on the CPR Belleville Subdivision;
- k) Support the implementation of measures to give transit vehicles priority over other traffic in *Rapid Transit Routes*;
- l) Encourage Durham Region and the Province to purchase transit vehicles that integrate environmental considerations;
- m) Promote *development* that is supportive of transit. The Town will apply the following criteria in the review of *development* applications for *development* in proximity to existing and planned transit stops:
  - i) transit stops shall be located at most intersections, passenger generators and transfer points, subject to minimum and maximum spacing requirements. In general, the spacing of stops should not normally be less than 200 metres or more than 800 metres within the developed areas of the Town. In the rural areas, and areas that are not yet fully developed, transit stops should not normally be less than 500 metres apart. Flexibility in these spacing requirements are permitted to ensure appropriate service to major transit trip generators;
  - ii) stations, stops and bus routes will be located to allow safe and comfortable pedestrian access to as many residences and employment locations as possible. Transit stops will be designed to offer amenities, such as seating areas and weather protection;
  - iii) transit stops and the area around them shall, wherever possible, be made accessible to people with disabilities, including wheelchairs and other mobility aids;
  - iv) higher density forms of *development* shall be located within approximately a 400 metre walk of existing or planned transit stops; and,
  - v) the local road pattern will be designed to provide direct pedestrian access to transit stops.

#### 4.4 ACTIVE TRANSPORTATION SYSTEM

The priority elements of the Active Transportation System are provided within Schedule 'C-3' – Priority Active Transportation Facilities. The Town recognizes that walking and cycling is the primary mode of transportation for all people. The Town encourages higher participation in walking and cycling and supports the provision of safe dedicated pedestrian and bicycle facilities, convenient walking distances to transit stops, *schools* and local shops and a comfortable pedestrian experience. The Active Transportation System includes sidewalks, trails and on-road bicycle facilities. The Active Transportation System is designed exclusively for all pedestrians, cyclists on designated trails and on-road bicycle facilities including electronic bicycles and scooters required for persons with disabilities. The Town shall:

- a) Require measures that provide for barrier-free design;

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<sup>6</sup> Deferral No. D40-2 - Schedule 'C-2', in its entirety, has been deferred. Refer to table of 'Outstanding Deferrals' preceding the Table of Contents.

- b) Encourage trail *development* within the boulevard of a road allowance, utility corridor, abandoned rail line, park, open space, storm water management area or valley corridor subject to the approval of the appropriate authorities such as the Conservation Authority having jurisdiction;
- c) Facilitate the *development* and continuation of a complete and connected Active Transportation System by:
  - i) Planning and designing trails to be flexible to respond to changes in demand and to serve the needs for a wide range of users including residents, employees and tourists;
  - ii) Facilitating trail and pedestrian crossings at roadways that enhance the continuity of the Active Transportation Network;
  - iii) Acquiring lands for the Active Transportation Network in accordance with the locations identified within Schedule 'C-3', Priority Active Transportation Facilities;
  - iv) Developing a comprehensive wayfinding program for the Active Transportation Network that identifies connections, cross streets, destinations, distances, landmarks and end-of-trip facilities; and,
  - v) Providing bicycle parking and/or storage facilities at primary destinations;
- d) Develop and facilitate active and safe routes to *schools* within the Town;
- e) Promote the continuation of recreational trails through the Greenlands System for current and future populations in order to support stewardship of open space areas and the promotion of active and healthy lifestyles;
- f) Establish and promote guidelines for cycling including signage and the delineation of bikeways;
- g) Encourage the completion of the pedestrian sidewalk network through the review and approval of *development* applications and through the Town's capital works initiatives;
- h) Promote increasing the modal share of trips through active transportation;
- i) Require the provision of bicycle storage including bicycle racks and/or lockers through the review of *development* applications;
- j) Ensure that there is adequate and secure bicycle parking available on park property where appropriate;
- k) Ensure that lands required for the provision of bikeways, multi-use trails, and/or sidewalks are included with the land requirements for roads;
- l) Promote the provision of bicycle lanes within the road allowance of an urban cross-section;
- m) Ensure that lands for bikeways, multi-use trails and sidewalks are clearly marked;
- n) Promote seamless connectivity of Active Transportation facilities by working with Durham Region and adjacent area municipalities;
- o) Ensure new pedestrian and cyclist routes are situated and designed in accordance with the Town's long term Pedestrian and Bicycle Master Plan, and thus assist in achieving Ajax's goals by:
  - i) connecting to existing routes and movement patterns;

- ii) linking residential, shopping, recreation and employment areas within the Town and adjacent municipalities to improve connectivity; and,
- iii) providing for the installation of pedestrian and bicycle facilities coincident with adjacent *development*;
- p) Require all cycling and pedestrian routes to be identified on *development* and *redevelopment* applications, including the details of any associated outdoor lighting fixtures, and their compliance with the policies of the Official Plan and other municipal requirements confirmed by the Town prior to final approval;
- q) Require main building entrances to be located where they are clearly visible and directly accessible from the public sidewalk; and,
- r) Promote the *development* of a comprehensive continuous pedestrian weather protection system in the form of awnings, canopies, building recesses and arcades, along significant pedestrian public streets and through private *development* areas.

#### 4.5 RAILWAY SYSTEM

The Railway System through Ajax consists of the CN Railway Kingston subdivision and the CP Rail Belleville subdivision and spur lines which serve the needs of local businesses. The Town supports approaches that maximize the capacity, safety and compatibility of the Railway System. Accordingly, the Town shall:

- a) Support improvement of at-grade railway crossings through the use of flashing beacons, safety arms and where appropriate separating railway lines from the road right-of-way;
- b) Minimize and alleviate wherever possible, the conflicts of railways with *adjacent land* uses and with roads through the following:
  - i) the siting of uses which are less sensitive to noise and vibration adjacent to railway corridors;
  - ii) the provision of noise, vibration and safety impact mitigation measures as they pertain to new *development* in proximity to railway corridors;
  - iii) the construction of future grade separations for arterial or collector roads or the improvement of existing at-grade crossings. These works shall be constructed on a priority basis considering need and financing; and,
  - iv) generally discouraging local roads within the urban area from crossing any railway line at-grade, except for rail lines leading to land uses within the General Employment designation;
- c) Encourage the development of the CPR Line for the use of an additional commuter rail corridor;
- d) Ensure that all proposed *development* adjacent to railway corridors shall provide appropriate safety measures such as setbacks, berms and security fencing to the satisfaction of the Town in consultation with the appropriate rail authority; and,
- e) Encourage to the use of existing rail lines for the distribution of goods to reduce the burden on the existing highway system.

## 5.0 DESCRIPTIONS OF STUDIES AND REPORTS THAT MAY BE REQUIRED FOR COMPLETE APPLICATIONS

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As outlined in Section 7.1.15 of this Plan, the Planning Act permits Council to require an applicant to pre-consult with the Town prior to submitting an application, and to require an applicant to provide, at the time of the application submission, any information determined as necessary to properly assess the application. General descriptions for studies and reports that may be required of an applicant are outlined below. The scope of the following studies and reports shall be determined by the Town, in consultation with any other government body, public authority and/or external agency, and is dependent on the nature of the proposal.

### a) **Planning Rationale Report**<sup>7</sup>

The purpose of a Planning Rationale Report is to provide an overall planning framework, a clear understanding of the proposal, how all potential environmental impacts (on-site and off-site), particularly those affecting the Greenlands System, will be avoided or mitigated to the fullest extent possible, and an opportunity to establish why a proposal should be considered.

Any proposal for *development* or *site alteration* shall, at a minimum:

- provide a description and clear understanding of the proposed amendment;
- provide major statistics (i.e., height, density), site and contextual considerations;
- explain the conformity of the proposed amendment with the Town's Official Plan, the Town's Zoning By-law, and any other of the Town's planning documents, including process steps and approvals required (i.e., zoning, site plan control, land division);
- explain the consistency with Provincial Policy Statements, conformity with applicable *Provincial Plans*, and conformity with the Durham Regional Official Plan;
- explain the contribution of the proposed amendment to the overall planned structure of the Town, including the Built Environment and the Greenlands System, and, if applicable, the planning vision developed for the particular context (e.g. conformity with Urban Design Guidelines);
- explain the compatibility of the proposed amendment with *adjacent land* uses and, if applicable, the Greenlands System and how any adverse environment impacts on site and off the site, such as stormwater runoff and outdoor lighting, shall be avoided and minimized to protect natural features and functions and *wildlife habitat*;
- demonstrate the availability of adequate *infrastructure* and *utilities* to service the *development* resulting from the proposed amendment, based on innovations, such as water conservation technologies, that reduce the *development's* demand for municipally treated water and wastewater treatment facilities, and the proposed use of reliable renewable energy sources, such as rooftop solar systems, and building designs that reduce energy consumption;
- provide the site's planning history of land use, including previous approvals and potential site contamination; and,
- provide an analysis and option as to why the proposal is good planning, including an evaluation of potential impacts

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<sup>7</sup> Appeal No. A38-1 – Section 5.0 a) has been appealed, but only as it relates to 727 Shoal Point Road. Refer to the table of 'Outstanding Appeals' preceding the Table of Contents.

## **b) Traffic Impact Study and/or Transit Impact Study**

The purpose of a Traffic Impact Study and Transit Impact Study is to provide an assessment of the impact of a proposed *development* on the transportation/transit system, and determine *infrastructure* improvements, service upgrades and mitigation measures required to reduce any adverse impacts of a proposed *development*.

These studies would be required for any proposal for *development* or *site alteration* in proximity to a Local, Collector or Arterial Road that may have an impact on the Town's transportation network. The study shall project and evaluate expected traffic movements and volume generated by the particular *development* proposal or *site alteration*.

Situations where a Traffic Impact Study may be required include, but are not limited to, proposals that will generate more than 100 two-way trips during peak hours, create access issues or impact an arterial road or intersection.

All other site-specific situations where these studies may be required will be determined by the Town, in consultation with any other government agency, public authority and/or external agency.

## **c) Parking Utilization Study**

The purpose of a Parking Utilization Study is to estimate the parking demand generated by a *development* and to establish the number and size of parking spaces to be provided, while recognizing local conditions and site constraints.

This study may be required in support of *development* applications, which propose fewer or significantly greater parking spaces, as determined by the Town, than required by the Town's Zoning By-law. Such a study shall assess the projected on-site parking space demand in comparison to the proposed parking space supply, and shall provide parking options and implementation recommendations including, where appropriate, the sharing of parking spaces between different on-site uses or the utilization of potential off-site options in compliance with the Town's Zoning By-law.

## **d) Traffic Management Plan**

The purpose of a Traffic Management Plan is to minimize the negative impacts of traffic on neighbourhood streets, ensure adequate supply of on-street parking, and ensure a transit, cycling and pedestrian-friendly environment.

Draft plans of subdivision shall be accompanied by a Traffic Management Plan that would illustrate, among other matters, daylight triangles, anticipated driveway locations in proximity to corners, cul-de-sac bulbs and elbows, design speeds, proposed sidewalk locations, right-of-way widths, road radii and traffic calming measures.

## **e) Heritage Impact Statement**

The Heritage Impact Statement is intended to provide relevant information on the nature and significance of a *cultural heritage resource*, and develops the policy framework in which the *cultural heritage resource* can be *conserved*.

Any proposal for the *development* of a *cultural heritage resource* designated under the Ontario Heritage Act, or of a property abutting a designated *cultural heritage resource*, would need to identify and evaluate the impact of *development* or *site alteration* on the *cultural heritage resource*, and recommend appropriate impact mitigation measures and conservation strategies, based on conservation principles, and provide a statement of cultural significance. The Heritage Impact Statement shall also address the requirements outlined in Policy 2.6.2.1 of this Plan. Information shall be prepared by a qualified heritage consultant, to the satisfaction of the Town after consultation with the Heritage Advisory Committee.

**f) Archaeological Assessment**

The purpose of an Archaeological Assessment is to ascertain the presence or absence of *archaeological resources*.

Any proposal for *development* or *site alteration* in proximity to areas with archaeological sites, or having archaeological potential, as assessed according to Ministry of Culture criteria, would, if found, identify *archaeological resources*, evaluate the significance of these resources, and provide strategies to mitigate the impact of *development* on these resources, such as on-site preservation or systematic removal. The Archaeological Assessment would include recommendations for conservation measures and also address the requirements outlined in Policy 2.6.2.3 of this Plan.

The assessment shall be conducted and the information prepared by an archaeologist licensed under the Ontario Heritage Act.

**g) Noise and Vibration Study**

The purpose of a Noise Study is to provide an analysis of anticipated future noise levels within and surrounding a proposed *development*, and to describe the types and locations of noise abatement measures that will be required to attenuate noise.

A Noise Study is required for *development* or *site alteration* within 300 metres of a railway corridor, and for any residential or other noise sensitive *development* proposed along a Type 'A', Type 'B' or Type 'C' Arterial Road, in accordance with the Durham Regional Official Plan.

A Noise and Vibration Study is required for any residential or other noise sensitive *development* proposed in proximity to stationary noise sources within Employment Areas, including warehousing, manufacturing and processing activities. A Noise Study would address, among other matters, the number and nature of highly intrusive noise events in a variety of conditions, and the feasibility of achieving acceptable levels of noise impact. Further, a Noise Study shall be prepared by a qualified acoustical engineer to the Town's satisfaction.

A Vibration Study is required for *development* or site alternation within 75 metres of a railway corridor. A Vibration Study would, among other matters, measure vibration levels and the feasibility of achieving acceptable levels of vibration impact.

All other site-specific situations where this study may be required will be determined by the Town, in consultation with any other government agency, public authority and/or external agency.

**h) Grading, Drainage and Stormwater Management Plan**

The purpose of a Grading, Drainage and Stormwater Management Plan is to evaluate the effects of a proposed *development* on the stormwater and drainage pattern, and to recommend how to manage rainwater/snowmelt for the proposed *development*.

Any proposal for *development* or *site alteration* may require a Grading, Drainage and Stormwater Management Report to examine how stormwater, erosion and sedimentation will be controlled and managed on and off site. The report shall be prepared in accordance with the standards, requirements and criteria established by the Conservation Authority. Stormwater Management Plans for lands within the Protected Countryside designation of the Greenbelt Plan shall also be in accordance with the policies of that *provincial plan*.

**i) Hydrogeological Report and Servicing Options Report**

The purpose of a Hydrogeological Report is to evaluate the impacts of a proposed *development* on groundwater and surface water quality or quantity, and the associated connections and impacts to natural heritage and water resource features and functions. A

Hydrogeological Report submitted to evaluate impacts to natural heritage and water resource features shall be submitted to the satisfaction of the Town, in consultation with the Conservation Authority.

A Hydrogeological Report and/or Servicing Options Report is required for any proposal:

- of five (5) or more lots or units on privately owned and operated individual or communal wells; and,
- of any number of lots or units on privately owned and operated individual or communal septic systems.

**j) Functional Servicing Plan**

The purpose of a Functional Servicing Plan is to evaluate the impacts of a proposed *development* on the Regional and Town servicing *infrastructure* and *utilities*.

Any proposal for a major *development*, as determined by the Town, shall identify the technical requirements to provide the *utilities* and *infrastructure* to support urban *development*, while minimizing adverse environmental impacts, including the improvement and reduction of stormwater to be discharged off-site. The Functional Servicing Plan shall be prepared by a qualified professional engineer to the satisfaction of the Town.

All other site-specific situations where a Functional Servicing Plan may be required will be determined by the Town, in consultation with any other government agency, public authority and/or external agency.

**k) Geotechnical Report**

The purpose of a Geotechnical Report is to explore subsurface soil and groundwater conditions on a site.

Any proposal for *development* or *site alteration*, as determined by the Town, would summarize subsurface exploration data, including subsurface soil profiles, exploration logs, laboratory results, groundwater information and engineering recommendations for design.

**l) Slope Stability Report**

The purpose of a Slope Stability Report is to protect valley slopes from impacts to long-term stability by *development*.

Any proposal for *development* or *site alteration* on or in proximity to a slope must demonstrate that the long-term integrity of the slope is not compromised by the proposed *development*, and that an appropriate access buffer has been provided, if required, in accordance with the standards and criteria established by the Province and the Conservation Authority.

All other site-specific situations where a Slope Stability Report is required will be reviewed by the Town, in consultation with the Region and/or Conservation Authority. These specific situations may include the need to undertake a stream meander belt analysis for applications adjacent to watercourses and *valleylands*.

**m) Master Environmental Servicing Plan**

Any large *development* proposals, as determined by the Town, would require a Master Environmental Servicing Plan (MESP). A MESP includes an Environmental Impact Statement and Water Resource Management Report dealing with stormwater and hydrogeological matters. The MESP shall include, to the greatest extent possible, in addition to other matters, hydrological, hydrogeological and geotechnical analyses which address groundwater recharge and discharge, aquifer vulnerability, water budget and aquatic management.

## n) Flood Plain Management Report

The purpose of a Flood Plain Management Report is to evaluate the hydraulic impacts to the *flood plain*, both on and off site, floodproofing requirements and access requirements associated with *development* or *site alteration* within the Regional Storm Flood Plain boundary, as defined by the Conservation Authority.

## o) Environmental Impact Study<sup>8</sup>

The goal of an Environmental Impact Study is to protect and enhance the *ecological features* and *ecological functions* of the *natural heritage system*, within and beyond areas designated Environmental Protection, to sustain *ecological and hydrological integrity*.

The purpose of an Environmental Impact Study is to ensure proposals for *development* and/or *site alteration* are sited and designed to avoid *adverse effects* and *negative impacts* throughout the community.

- a) An Environmental Impact Study shall be prepared for any proposal for *development* or *site alteration* as required by the policies of this Plan, or which may have major *adverse effects* and/or *negative impacts*, as determined by the Town, on the *natural heritage system*;
- b) When commencing to prepare an Environmental Impact Study, proponents shall pre-consult with the Town, the Region, where required, the appropriate Conservation Authority and, as necessary, the Minister of Natural Resources, other Provincial Ministries and Federal Departments, to determine the appropriate scope of work and study area, to the satisfaction of the Town;
- c) An Environmental Impact Study shall be prepared at the expense of the proponent, by a qualified professional, to the satisfaction of the Town, in consultation with the Region, where required, the Conservation Authority and any other agency or interest group identified by the Town;
- d) An Environmental Impact Study shall:
  - i) Support the environmental principles, goals, and policies of this Official Plan and other applicable Federal and Provincial legislation;
  - ii) Provide the most up-to-date information about the existing and potential role of the study area within the broader ecosystem, based on sources that include *Watershed Plans*, Fisheries Management Plans, scientific studies and recent field studies and investigations;
  - iii) Report findings from pre-consultation with the Ministry of Natural Resources, other Provincial Ministries, Federal Departments, and Conservation Authorities regarding *natural heritage features and areas, hydrologic features and hydrologic functions*, including *endangered, threatened and special concern species, wildlife habitat, fish habitat*, and any required permits, agreements and/or strategies;
  - iv) For lands within the Greenbelt, conform with the policies of the Provincial Greenbelt Plan;
  - v) Present a detailed inventory of natural heritage features and functions that verify *existing natural cover*, vegetation communities and their flora and fauna, *hydrological features and hydrologic functions*, and *landform features*;

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<sup>8</sup> Appeal No. A38-1 – Section 5.0 o) has been appealed, but only as it relates to 727 Shoal Point Road. Refer to the table of ‘Outstanding Appeals’ preceding the Table of Contents.

- vi) Confirm the boundaries of the various components of the *natural heritage system* features and functions within and near the study area, including the habitat of local and transitory wildlife (i.e.; habitat type, diversity, size and configuration), existing and potential connection to off-site components, and determine the need for *vegetation protection zones* that exceed the minimums required by the policies of this Plan;
  - vii) Identify the limits of all natural and human-made hazards and *hazardous lands*;
  - viii) Evaluate the above noted information to determine the *ecological value* of the site and surrounding area;
  - ix) Identify potential benefits, *adverse effects* and/or *negative impacts of development* or *site alteration* on the *natural heritage system*;
  - x) Identify and address predicted *cumulative impacts* (i.e.; on-site, off-site and downstream) of *development* or *site alteration*, such as increased *flooding hazards*, *erosion hazards*, slope instability, and man-made hazards;
  - xi) Explain recommended actions to be taken by the proponent to avoid, or if not avoidable, reduce potential *adverse effects*, *negative impacts*, and *cumulative impacts* to the fullest extent possible, including any necessary compensation or restoration works acceptable to the Town, to achieve the environmental principles, goals and policies of this Plan;
  - xii) Address other environmental conditions identified as being relevant during the preparation of the Study; and,
  - xiii) Provide a Tree Inventory and Preservation Plan, prepared by a qualified landscape architect, in conjunction with a certified arborist; and,
- e) The Town, in consultation with the Conservation Authority, may adjust the scope of an Environmental Impact Study where appropriate studies and field work have been recently undertaken and accepted by the Town in connection with a previous *development* application, or a previous *development* approval for the subject lands, or where site conditions warrant.

**p) Reliance Letter, and Phase 1 and 2 Environmental Site Assessment or Site Screening Questionnaire**

Any proposal for *development* or *site alteration* on lands or adjacent to lands where there is a probability that one or more contaminants have affected the property must submit a Site Screening Questionnaire or Phase 1 and 2 Environmental Site Assessment, in accordance with Regional guidelines and provincial guidelines and legislation. For major application types, such as an Official Plan Amendment, Zoning By-law Amendment, Plan of Subdivision, Plan of Condominium and major Site Plan, a Reliance Letter may be required to accompany all Phase 1 and 2 Environmental Site Assessment reports and Site Screening Questionnaires.

**q) Statement of Conformity with *Minimum Distance Separation (MDS) Formulae* and/or Agricultural Assessment**

Any proposal for *development* or *site alteration* of a non-agricultural use within 500 metres of a livestock facility, or the establishment of a new livestock facility, is required to use Minimum Distance Separation (MDS) formulae to determine a recommended distance between a livestock facility and another land use. MDS will vary according to a number of variables, including, but not limited to, type of livestock, size of farm operation, and type of proposed *development*. MDS does not account for noise and dust.

Any proposal for *development* or *site alteration* of a non-agricultural use within 500 metres of an agricultural operation may also require an Agricultural Assessment to examine reciprocal impacts of new *non-agricultural uses* and existing agricultural operations on each other. The proposal for a non-agricultural use would, in all situations, demonstrate suitable *mitigation* measures to protect the *agricultural use* and its operations. The proposal for a non-agricultural use would also, if necessary, demonstrate mitigation measures, such as buffer zones or alternative designs to protect the non-agricultural use from potential impacts from agricultural operation activities, such as crop spraying.

**r) Air Quality Study**

The purpose of an Air Quality Study is to assess the potential impact of emissions, including odour and dust, produced by a proposed *development*, and provide mitigation measures to protect public health and the natural environment.

Any proposal for *development* or *site alteration* with activities that may potentially have adverse impacts on the health of Town residents or the environment would require an Air Quality Study. The Study would measure existing and projected pollutant concentrations in order to assess ambient air quality and the impact of emission concentrations on adjacent sensitive receptors, such as residential uses. The Study would also determine the proposed *development's* expected emission impacts on the surrounding community/*development*, and provide control and mitigation measures. A *development* proposal for a *sensitive land use*, such as residential, in proximity to a land use activity that produces air emissions that may adversely affect the *sensitive land use*, must also conduct an Air Quality Study and, if necessary, demonstrate measures to protect the sensitive use.

**s) Contamination Management Plan**

Any proposal for *development* or *site alteration* for high risk land uses within areas of high aquifer vulnerability shall be accompanied by a Contamination Management Plan that defines the approach to protect water resources, and provides for long-term monitoring of the use. High risk land uses may include, but are not limited to, auto wrecking and salvage yards, dry cleaning of textile and textile products, and wood product preservation and treatment.

**t) Lighting/Photometric Plan**

The purpose of a Lighting/Photometric Plan is to provide an analysis of the anticipated lighting levels of a proposed *development* site, and potential effects on nearby properties, features and the night sky. Such a Plan is to be premised upon providing sufficient lighting for site access and safety purposes that also minimizes energy consumption, light pollution, and visual impacts.

An applicant for any *development* or *site alteration* where proposed lighting may affect adjacent or nearby land uses or environmental conditions, perhaps due to variations in topography or visibility, would be required to submit a Lighting/Photometric Plan. The Lighting/Photometric Plan is to demonstrate how the *development* has been designed to conserve energy, prevent adverse and off-site impacts for nearby properties, *sensitive land uses* and *infrastructure*, such as residential areas, green spaces, railways and roadways, and avoid negative effects on the night sky. The Lighting/Photometric Plan shall also address the requirements outlined in Policy 2.1.8 of this Plan.

**u) Tree Inventory and Preservation Plan**

The purpose of a Tree Inventory and Preservation Plan is to provide detailed information about individual trees and associated vegetation on public and private lands.

A Tree Inventory and Preservation Plan is required for any *development* or *site alteration* where private or public trees/vegetation exist within the property and/or exist within a

minimum of 3 metres from the property line. The Plan shall detail, in addition to other matters, tree health and size; existing trees proposed to be removed and the canopy replacement; existing trees proposed to be transplanted and their new locations (if tree spades are needed, indicate the spade size); existing trees proposed to be retained/protected and their monetary dollar value; and, the dimensions and details of recommended tree protection and preservation measures for all trees to be retained.

The Plan shall be prepared by a qualified landscape architect in good standing with the Ontario Association of Landscape Architects, in conjunction with a certified arborist who will prepare the vegetation inventory and analysis.

#### **v) Urban Design Guidelines**

The purpose of Urban Design Guidelines is to evaluate the design of a *development* and associated landscapes to ensure that the *development* blends with the neighbourhood, or to advance the emerging character of a new and redeveloping neighbourhood.

Urban Design Guidelines may be required for any *development* or *site alteration*, and would be a combination of text, plans, illustrative sketch diagrams and photos. The Guidelines would describe the vision or design intent, physical form, layout and design of the proposed *development* including, but not limited to, matters such as building massing, elevations and articulation to establish the relationship between the building and the street, building heights and shadows, building setbacks, circulation and parking, pedestrian and transit linkages, loading and servicing, landscape and outdoor amenity areas, and lighting. The Guidelines would also demonstrate that land use compatibility is taken into account and impacts on sites adjacent to the *development* are mitigated.

#### **w) Sun/Shadow Study**

The purpose of a Sun/Shadow Study is to evaluate the impact of a proposed *development's* shadows at various times of day throughout the year.

Any proposal for *development* or *site alteration* with significant height or massing, as determined by the Town, and/or located within proximity to low density residential areas, shall show the impact of shadows cast by the proposed *development* on adjacent streets, parks and properties.

#### **x) Master Block Plan**

A Master Block Plan may be required for *development* applications to show the siting of a particular proposal within a broader surrounding context, the limits of which are to be identified by the Town on a case-by-case basis. In this regard, the Master Block Plan may involve an appropriate conceptualization of the future *development* of lands in the vicinity of the subject site, as well as show existing conditions and/or other concurrent proposals in the broader surrounding area.

A Master Block Plan may also be used as a mechanism by which to evaluate compliance of a proposal under ultimate build-out conditions, with respect to such build form objectives as built frontage, lot coverage and density.

#### **y) Cross-Section Drawings/Profiles**

Cross-Section Drawings/Profiles may be required for proposals to illustrate grading conditions across various cross-sections of a site. The Town may, in some instances, require these drawings to include grading profiles extending onto *adjacent lands* to demonstrate sight lines and angles of visibility from surrounding lands.

## **z) View and Vista Renderings**

View and Vista Renderings may be required to determine the impacts of a proposed *development* on views and vistas, by graphically inserting the proposal into images depicting existing views and vistas. A series of View and Vista Renderings, from a variety of angles and at varying distances, may typically be required.

## **aa) Park Facility Fit Plan**

Any draft plan of subdivision where parkland is being dedicated to the Town shall include a park concept showing the program indicated by the Town can be accommodated within the area of the parkland being proposed within the draft plan.

## **bb) Architectural Design Guidelines<sup>9</sup>**

The purpose of Architectural Design Guidelines is to address architectural matters, such as materials, colours, and building detailing, to evaluate the design of a new building and its ability to blend with existing buildings in the neighbourhood, or to advance the emerging character of a new or redeveloping neighbourhood.

Architectural Design Guidelines may be required for any *development* or *site alteration*, and consists of a combination of text, illustrative sketches and photos, elevations and comparative models or examples. The Guidelines would describe the building's architectural style, including written and illustrative descriptions of entry features (porches, porticos), materials, architectural details, and the colour of roofs, chimneys, windows, doors, walls, foundations, garages, and driveways.

## **cc) Wind Study**

The purpose of this study is to evaluate the impact of the wind conditions at various times of the year.

This Study would be required at the Town's discretion for tall buildings to ensure that the proposed *development* does not create a tunneling effect.

Prior to finalizing the application, proposals that meet the study criteria may require quantitative wind testing by a certified wind tunnel specialist.

## **dd) Rental Housing Conversion Study**

The purpose of a Rental Housing Conversion Study is to ensure that an adequate supply of affordable and mid-range rental accommodations are available in the Town.

Any proposal for the conversion of rental units to condominium tenure would be required to justify the need for the conversion, and demonstrate that there are sufficient rental units to meet the Town's long-term affordable housing needs.

## **ee) Retail Impact Study**

Proposals for the following would require a Retail Impact Study to justify the proposed floor space and that there will be no negative impacts on existing and planned retail commercial *developments*:

- any retail facilities greater than 2,500 square metres in gross floor area;
- foodstores with a gross leasable floor area greater than 1,400 square metres on the north side of Kingston Road, between Westney Road and Miller's Creek; and,

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<sup>9</sup> Appeal No. A38-1 – Section 5.0 bb) has been appealed, but only as it relates to 727 Shoal Point Road. Refer to the table of 'Outstanding Appeals' preceding the Table of Contents.

- individual retail stores of any type having a gross leasable floor area greater than 1,400 square metres on the south side of Taunton Road, between Ravenscroft Road and the Hydro Corridor.

All other site-specific situations where a Retail Impact Study may be required will be determined by the Town, in consultation with any government body, public authority and/or external agency.

**ff) Market Impact Study**

This Study would be required for any proposal to redesignate medium density residential to another use, or to low density residential, and any proposal to redesignate high density residential to another use, or to medium or low density residential, to the satisfaction of the Town, to justify the redesignation.

**gg) Financial Impact Study**

The purpose of a Financial Impact Study is to determine the proposed *development's* financial impact on the Town.

An applicant proposing to amend the Town's Official Plan or Zoning By-law may be required to prepare a Financial Impact Study.

## 6.0 AREA SPECIFIC POLICIES

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Notwithstanding the policies contained elsewhere in this Plan, the policies of this Section shall apply and shall prevail in the event of a conflict with any other policy of this Plan for the areas identified below. The boundaries of the Area Specific Policies are conceptually illustrated on Schedule 'G' to this Plan.

### 6.1 Lands Bounded by Rossland Road, Taunton Road, Harwood Avenue and Duffins Creek (formerly known as the A6 Planning Area):

- a) This area is intended to have an upscale orientation to be achieved through high-quality public spaces, well-designed pedestrian-friendly streets and streetscapes, and attention to architectural forms and details. The low density housing *development* within this area will be oriented more toward the upper end of the housing market and will include a significant component of large lot *development*. Westney Road divides this area into an 'east half' and a 'west half'.
- b) The Low Density Residential designation shall provide for single detached housing primarily along with semi-detached and street townhouse forms of housing and shall generally be developed to a maximum density of 18.5 units per net residential hectare. An individual plan of subdivision may have a density of up to 22 units per net residential hectare if the Town is satisfied with the housing mix and distribution for each half of this area, and is satisfied that the maximum density calculated within each half of this area will generally be no more than 18.5 units per net residential hectare.
- c) The minimum lot frontage for single detached housing shall be approximately 9.8 metres for 'conventional lots' (defined as having a minimum lot depth of 33 metres) and 10.4 metres for 'wide/shallow lots' (defined as having a minimum lot depth of 25 metres). The minimum lot frontage for single detached housing with a double car garage shall be approximately 12.2 metres for conventional lots, and 12.8 metres for wide/shallow lots.
- d) Street townhouses, if proposed, should be oriented toward Collector and Arterial roads and adjacent to the Ontario Hydro corridor to provide for a mix of attached and detached housing units and design flexibility.
- e) It is the intention of this Plan that a minimum of 25% of the total low density housing within this area shall be located on 'large lots'. Large lots shall have a minimum lot frontage of 13.7 metres and a lot area of 460 square metres in a conventional lot format, and a minimum lot frontage of 15.2 metres in a wide/shallow lot format. The achievement of the large lot housing objective shall be assessed on an east half/west half basis. In general, it is intended that each plan of subdivision shall satisfy the large lot requirement. However, the landowners within the area and the Town may agree to an alternative distribution of large lots.
- f) The large lot areas will generally be located in the vicinity of Duffins Creek, Miller Creek, wooded areas, around parks, open space features and on topography which lends itself to attractive views.

- g) The Medium Density Residential designation shall provide for single detached and semi-detached units, duplexes, cluster townhouses and street townhouses with a minimum density of 18.5 units per net residential hectare and a maximum density of 37 units per net residential hectare. The Medium Density Residential designation provides for a wide range of housing forms at higher densities for *development* primarily along Collector and Arterial roads. The mix and distribution of housing lots and types and streetscapes created within these areas shall be reviewed with plans of subdivision assessed on an east half/west half basis.
- h) To create diversity in housing form and housing opportunities, low rise apartments to a maximum height of four storeys and a maximum density of 50 units per net residential hectare may be permitted within the Medium Density Residential designation along Taunton Road and adjacent to the Neighbourhood Centre designation as determined during the review of plan of subdivision applications.
- i) The Neighbourhood Centre may develop as a mixed use centre including retail and service commercial facilities which are required on a regular basis, and *community facilities*, recreational facilities and office uses, and may contain multiple unit residential housing forms as provided in the Medium Density Residential designation. The housing units shall only be developed in conjunction with commercial uses on the site or in the same building. An automobile service station or a gas bar is prohibited within the Neighbourhood Centre designation.
- j) *Development* of the Neighbourhood Centre shall not occur until the Town is satisfied through a retail analysis that sufficient market for the commercial uses is demonstrated to exist and that the Neighbourhood Centre will not have long-term detrimental effects upon existing or designated and unbuilt Centres.
- k) The Neighbourhood Centre is approximately 2.4 hectares. If Council is satisfied that a lesser area than is designated for the Neighbourhood Centre will achieve the purpose of this designation, the area that is not required may be used for low or medium density residential purposes without amendment to this Plan.
- l) Four public elementary *schools* and two catholic elementary *schools* are planned for this area. Where any designated *school* site is not required for *school* purposes, as determined by the school boards, such site may be used for residential uses compatible with that on the *adjacent lands* without amendment to this Plan. The *school* sites may be zoned for both *school* and residential purposes to provide alternative residential uses in each *school* location.
- m) The Neighbourhood Park south of the east-west arterial/collector road in the east half shall have an area of approximately 4.7 hectares and shall be integrated with the Miller *Creek* corridor. This Neighbourhood Park shall be the focus of recreational activity in the area, but shall not include highly intensive recreational facilities, such as a community centre and large floodlit playing fields.
- n) The Neighbourhood Park facility north of the east-west arterial/collector road in the east half shall have an area of approximately 3.0 hectares (7.4 acres) and shall integrate the woodlot in its natural state.
- o) Notwithstanding any other policy of this Plan, direct access to collector roads and Type 'C' Arterial Roads may be permitted and shall be determined at the draft plan of subdivision stage having regard for the type of land use along the street and streetscape design.

- p) The east half of the area may be developed with a non-grid road pattern, incorporating single access roads for ingress and egress to residential subdivision blocks with internal road patterns, in keeping with the upscale orientation of this area, to the satisfaction of the Town.
- q) The Town may permit increases or decreases to the local road and collector road right-of-way widths in certain locations for urban design purposes without amendment to this Plan. A 10 metre local road right-of-way width may be utilized in the east half of this area in areas deemed appropriate by the Town.
- r) The Town shall approve urban design guidelines to guide the design of this upscale area. These urban design guidelines will provide criteria to evaluate private *development* applications.
- s) The Town shall approve architectural guidelines prepared for the A6 Community to guide the design and *development* of buildings. These architectural guidelines shall focus on the private realm and design of those elements that are located on privately-owned property.
- t) The Town shall require approval of an Environmental Management Construction Plan prior to construction to ensure appropriate construction practices are followed in areas adjacent to natural features.
- u) An urban design study for the Taunton Road frontage shall be prepared by the applicant prior to *development* approvals and should be co-ordinated with the similar studies for lands east of this area to create a consistent design treatment along Taunton Road. This study should consider the attenuation of noise.
- v) Despite Section 6.1 g), for the lands designated Medium Density Residential located at the northwest corner of the intersection of Rossland Road and Harwood Avenue, a density of up to 49 units per hectare shall be permitted.

**6.2 Lands Bounded on the north by Taunton Road, on the east by Audley Road, on the south by Kingston Road, and on the west by the approximate top-of-bank of Carruthers Creek and then by the CP rail line as it proceeds westerly and northerly to meet Taunton Road (formerly known as the A8 Planning Area):**

- a) The CPR line is recognized as providing a corridor for wildlife. As *development* opportunities arise and circumstances permit, the edge of this corridor shall be maintained in an unmanicured state with woody species, compatible with the separation policies of the CPR.
- b) The permitted housing types within this area are as follows:

Low Density Residential Designation

- i) single detached
- ii) semi-detached
- iii) linked
- iv) duplex
- v) street townhouse

Medium Density Residential Designation

- i) single detached
- ii) semi-detached
- iii) linked
- iv) duplex

- v) street townhouse
- vi) triplex
- vii) fourplex
- viii) stacked townhouses
- ix) low-rise apartments

High Density Residential Designation

- i) stacked townhouses
  - ii) low-rise apartments
  - iii) other forms of multiple-unit housing
- c) Where a similar building type (e.g. street townhouses) is permitted in more than one designation, Council shall ensure that the density of that building type does not exceed the upper limit of the density range for the designation for which it is located.
  - d) The Town, in its consideration of residential *development* applications, shall have regard to the way in which the proposal has been planned to fit within its surroundings on a comprehensive basis to ensure that subsequent residential *development* applications in the immediate area are not unreasonably prejudiced by earlier approvals.
  - e) Where *development* within areas designated High Density Residential is in proximity to *development* within a Low Density or Medium Density Residential designation, potential adverse impacts on the amenity of any adjacent lower density residential *development* shall be mitigated through the control of building height, location, and setbacks, as well as visual screening, landscaping and other forms of buffering.
  - f) The location of the off-street parking areas provided for multiple-unit residential housing forms, will have regard to the street frontage and, wherever possible, will be encouraged to locate in the side and rear yards, including public lanes. Where off-street parking is provided at grade and adjacent to the road, landscape elements will be utilized to screen its visual impact from the street while maintaining safety for vehicles and pedestrians.
  - g) The size and location of the buildings within the High Density Residential designation north of the CPR line and west of Carruthers *Creek* shall be determined on the basis of an acoustical report to the satisfaction of the Town and the Region of Durham, where acoustical protection is deemed necessary. Should the acoustical report demonstrate that a built form other than a High Density housing type will achieve an acceptable noise level for the future residents, the lands may revert to a Medium Density Residential designation without amendment to this Plan.
  - h) The lands on either side of the east-west Type 'C' Arterial Road, generally between Carruthers *Creek* and west of Audley Road (including the Medium Density lands west of Carruthers *Creek*), are intended to serve as the major residential community focal area (a 'village common'), and shall be a distinctive area to establish the identity of the area, through a connection with the area's historical past.
  - i) A high-quality of urban design of both private and public lands, including roads, will be essential to the *development* of this village common area. Prior to *development* within the village common area, a comprehensive urban design study shall be prepared for approval by the Town.
  - j) The village common area shall contain a broad range of uses, including retail uses, personal service uses, a food store (maximum 930 square metres (10,000 square feet approximately)); offices, residential uses, community uses, park/village green, and

a neighbourhood park incorporating the existing woodlot. The types of retail and personal service uses are intended to be those which serve the daily and frequent shopping needs of the area's residents and also may include higher order uses serving a wider area. As well, this village common area may contain a mixture of uses, including housing units combined with retail and/or service uses, as long as such mixture is consistent with the approved urban design study. These uses generally shall be functionally integrated (possibly in a 'main street' format), pedestrian-oriented, and accessible by public transit, and shall promote the effective use of physical resources, municipal services and *infrastructure*. Types of uses that are prohibited from locating within this village common area include space extensive commercial uses, retail warehouses, supermarkets, automobile sales and service centres, and gasoline stations.

Notwithstanding the foregoing, *development* associated with this village common area shall protect and maintain the adjacent Environmental Protection designation while incorporating it into the urban fabric of this area.

Limited on-street parking may be permitted along the Type 'C' Arterial east of Carruthers *Creek*. Off-street parking that is required to satisfy the requirements of the Zoning By-law generally shall be located to the rear of the main front wall of the building, and such parking shall be screened and buffered from adjacent residential uses.

- k) The Neighbourhood Centre designation shall be developed with a consistent design theme to reflect this site's prominent location. *Development* of lands designated Neighbourhood Centre shall not proceed until an urban design study has been completed to the satisfaction of the Town.
- l) Direct access to Taunton Road is not anticipated from lands designated Neighbourhood Centre. It is recognized that access points onto Taunton Road shall meet Region of Durham spacing requirements for a Type 'A' Arterial.
- m) Lands designated Mixed Commercial west of Salem Road are intended to provide the residents of the Town of Ajax with specialized retail and commercial service uses which benefit from exposure to Regional Arterial Roads. Permitted uses may include hotels, motels, restaurants, financial establishments, and professional offices.
- n) A minimum *floor space index* of 1.0 per *development* lot or block, and a maximum coverage of 0.5 of the lot or block area, may be permitted on lands designated Mixed Commercial Corridor.
- o) Compatible mixed commercial and residential uses are permitted at the southwest corner of Taunton and Audley Roads subject to the urban design guidelines of this Plan. Such uses could include, but are not limited to, gasoline and associated automotive/convenience to serve the motoring public.
- p) No direct access to Type 'C' Arterial Roads shall be permitted from lots or blocks with less than 12 metres (40 feet) of frontage except within the village common area where direct access to Type 'C' Arterial Roads from all lots or blocks may be permitted by the Town after approval of the urban design study, as part of the *development* approval process.
- q) Where the pedestrian trail adjacent to Carruthers *Creek* cannot be accommodated within the Environmental Protection designation, it is intended that the required land area for the facility shall be acquired through the parkland dedication provisions of the Planning Act.

- r) Stormwater management facilities shall be permitted adjacent to or within the Environmental Protection designation subject to the approval of the Town and the Conservation Authority.
- s) The locations of the Neighbourhood Parks are shown conceptually on Schedule 'B'. The size and location of Neighbourhood Parks will be determined more precisely through the *development* approval process.
- t) Seven Public Elementary and three Catholic Elementary *Schools* are planned for this area. The locations of these educational facilities are shown conceptually on Schedule 'A-1'. Each of the three Catholic Elementary *Schools* shall be developed in a campus format together with a Public Elementary *School* and Neighbourhood Park sites. The precise location and size of the campus sites shall be determined through the *development* approval process, and Council shall encourage innovative solutions in the size, location and design of educational facilities. The remaining Public Elementary *School* sites have been located in conjunction with a Neighbourhood Park. The precise size and location of the Public Elementary *School* and Neighbourhood Park facilities shall be determined through the *development* approval process.
- u) Prior to draft approval of the proposed plan of subdivision for the lands within which the Public Elementary *School* site in, or in the vicinity of, the village common area will be located, an environmental report shall be prepared which report shall, along with other matters, address the impacts of the *school* operations on the Neighbourhood Park (woodlot) feature. The size of this Public Elementary *School* site shall be adequate to ensure that the integrity of the woodlot feature is maintained, and if necessary, the *School* site shall be greater than 2.2 hectares (5.5 acres).
- v) Notwithstanding Section 3.1.4 (Medium Density Residential Designation) and subsection b) of this Area Specific Policy, lands designated Medium Density Residential at the southwest corner of Taunton Road East and Audley Road North, municipally addressed as 593 Taunton Road East, shall permit 8 block townhouses, 88 back-to-back stacked townhouses, and a maximum density of 124 units per net hectare.

**6.3 Lands Bounded by Kingston Road, Audley Road, Lake Ontario and Pickering Beach Road/Salem Road//Hwy 401/Harwood Avenue South (formerly known as the A3 Planning Area):**

- a) At the intersection of Ashbury Boulevard and Audley Road South, one site having a maximum area of approximately 0.7 hectares (1.75 acres) may include retail and personal service uses which shall not exceed 929 square metres (10,000 square feet) of gross leasable floor area, offices, and other non-commercial uses which reinforce this site as part of the central place within the neighbourhood, including *community facilities* in accordance with the policies of this Plan and medium density residential uses.
- b) The Medium Density Residential designation shall provide for detached, semi-detached and street town housing.
- c) One public elementary *school* is planned for this area. This *school* facility is shown conceptually on Schedule 'A-1' of this Plan.
- d) Where the identified *school* site is not required for *school* purposes, the lands may revert to the surrounding residential designation, without amendment to this Plan.

- e) Stormwater management facilities shall be permitted adjacent to or within the Environmental Protection designation subject to the approval of the Town and the Conservation Authority.
- f) Notwithstanding any other policy in this Plan, relocation of an existing tributary of the Lynde *Creek* from the Audley Road right-of-way, between Kingston Road and Highway 401, will be permitted, subject to the approval of the Town and Conservation Authority. The tributary will be relocated and restored to the west of the Audley Road right-of-way to the satisfaction of the Town and the Conservation Authority.

**6.4 Lands Located at the Southeast Corner of Rossland Road and Harkins Drive and at the Northeast Corner of Chambers Drive and Salem Road South:**

Convenience Commercial Centres/Stores may be permitted at these locations with a maximum gross floor area of 50% of lot area.

**6.5 Lands Bounded by Kerrison Road, Kingston Road, Carruthers Creek, and the North/South Collector Road between Kerrison Road and Kingston Road:**

- a) The lands within this area are designated Prestige Employment and it is intended that this area will be comprehensively planned and developed for a quarter horse race track and associated facilities, together with a gaming establishment consisting of up to 800 slot machines, a sports lounge, restaurants, a betting theatre, specialty retail stores and administrative offices. This site-specific policy explicitly excludes the establishment of any other type of gaming use and/or big box retail uses on the site.
- b) Notwithstanding any other policy of this Plan to the contrary, a portion of the horse race track is permitted to be developed within the abutting Environmental Protection designation, subject to the approval of the Town and the Conservation Authority. As well, the accessory dwellings and structures associated with the race track operations immediately to the west of Carruthers *Creek* may be used in conjunction with race track operations subject to any provisions relating thereto contained within the Development Agreement and/or Site Plan Agreement for this site.
- c) The barn structures and valley lands immediately to the west of Carruthers *Creek* shall only be used in conjunction with the race track operations until such time as detailed in the associated Development Agreement for this site.
- d) Prior to *development* within this area, the following shall be completed to the satisfaction of the Town:
  - an urban design study shall be prepared to reflect the prominent gateway location;
  - an archeological assessment shall be prepared in accordance with the Ministry of Culture's Archeological Assessment Guidelines and submitted to the Ministry for review;
  - a detailed site plan shall be prepared and a site plan agreement shall be entered into;
  - a Zoning By-law Amendment shall be approved; and,

- a development agreement shall be signed dealing with, *inter alia*, the provision of roads and traffic signals, essential services and drainage works, a segment of the Carruthers *Creek* north/south trail, the rehabilitation and long-term dedication of the Carruthers *Creek* Valley, the dedication of easements for services necessary in the short and long-term, and appropriate financial arrangements.
- e) Prior to *development* within this area, the Town and the Region shall enter into an agreement which states that following the operation of the proposed gaming establishment for a period of one year, the Town and the Region agree to assess any impacts on policing as a result of the gaming establishment, and the Town agrees to provide appropriate compensation to the Region or the Durham Regional Police Services Board.

**6.6 Lands Bounded by the Fifth Concession Road, Audley Road, Salem Road and Taunton Road:**

The purpose of this policy is to permit the *development* of golf courses, one golf course clubhouse including banquet facilities and a restaurant, a golf instruction academy, a golf driving range and estate residential *development* subject to the following:

- a) The golf course clubhouse and a maximum of 27 estate residential lots shall be the only facilities within the area that may be connected to the municipal sanitary sewer;
- b) Any banquet facilities within the golf course clubhouse shall be limited to a maximum seating capacity for 900 persons;
- c) No vehicular access shall be permitted from the golf course clubhouse to Buggey Lane, save and except an emergency access designed to Town standards; and,
- d) The minimum lot size for the 27 estate residential lots shall be 0.4 hectare (1 acre).

**6.7 Lands Bounded by Harwood Avenue, Mandrake Street, Doric Street and a line 26 metres (85.3 feet) to the east of the existing rear lot lines of Lots 100-111, Registered Plan 377 (Mid-Town Land Use and Urban Design Study):**

- a) The Town recognizes the need for comprehensive *development* and improvement of lands fronting on to Harwood Avenue, between Mandrake Street and Doric Street. In this regard, the Town shall encourage the assembly and consolidation of commercial properties, including the easterly 26 metres (85 ft.) of Lots 100-111, Registered Plan 377, as part of the comprehensive *redevelopment* of Harwood Avenue.
- b) Buildings shall be limited to 3 storeys, or approximately 12.9 metres in height, whichever is less, for buildings with direct frontage on to Harwood Avenue. Heights shall decrease as distance increases from Harwood Avenue. In all cases, the majority of the building massing shall be directed toward Harwood Avenue.
- c) In no case shall the rear building face be closer to the adjacent residential area to the east than currently is the case.
- d) Notwithstanding the 'Midtown Corridor' designation, residential densities and residential land use permissions shall generally be in accordance with the Medium Density Residential permissions of this Plan, as provided within the implementing Zoning By-law.

- e) Notwithstanding any other provisions of this Plan, land uses which, by function, cater to automobiles rather than pedestrians shall be prohibited. These uses include, but are not necessarily limited to, motor vehicle service centres, motor vehicle gas bars, motor vehicle washing establishments (manual and automatic), drive-through facilities including drive-through restaurants, motor vehicle rental establishments, and taxi depots. This prohibition does not extend to parking lots as principal uses or *new motor vehicle sales establishments* (excluding accessory service/repair facilities and the outdoor storage or display of vehicles), on lands within the 'Midtown Corridor' designation.

**6.8 Lands North of Taunton Road, East of Squire Drive:**

The lands located north of Taunton Road and east of Squire Drive may be severed to create one new residential lot comprising an area of approximately 2.275 ha to accommodate the existing detached residential dwelling. The remaining lands shall be used exclusively for golf facility purposes.

**6.9 Southwest Corner of Rossland Road and Westney Road:**

Notwithstanding the Low Density Residential designation, at the southwest corner of Rossland Road and Westney Road, the only permitted uses shall be a two storey building for a day care centre and office uses.

**6.10 Northeast Corner of Salem Road and Chambers Drive:**

Notwithstanding Section 3.4.9 c), a Service Station use together with ancillary uses, shall be permitted at the northeast corner of Salem Road and Chambers Drive.

**6.11 Lands future southerly extension of Commercial Avenue from Hunt Street to Bayly Street West, opposite Bounded by Hunt Street, Harwood Avenue South, Bayly Street West, and the Kitney Drive:**

- a) Notwithstanding any other provisions of the Plan, up to three drive-through facilities (restaurant or non-restaurant, or any combination of the two) may be located on the lands bounded by Hunt Street, Harwood Avenue South, the future southerly extension of Commercial Avenue from Hunt Street to Bayly Avenue West, opposite Kitney Drive, and a line parallel to and 70 metres north of Bayly Street West, extending between Harwood Avenue South and the future Commercial Avenue right-of-way.
- b) Any building(s) containing drive-through facilities shall be subject to specific urban design criteria, to be implemented through an appropriate Zoning By-law and/or site plan process, in order that the design, layout and siting of the drive-through are compatible with and complementary to the intensive, urban, mixed use, pedestrian-oriented land use vision for the Downtown Regional Centre.

**6.12 Lands Located on the north side of Hunt Street between Mills Road and Dowty Road, including 170 Mills Road, 176 Mills Road and the land locked Town owned parcel, and Lands Bounded by Hunt Street to the north, Monarch Avenue to the east, the south side of the former CN Railway spur to the south, and Mackenzie Avenue to the west:**

- a) Description - The lands within this area are designated Prestige Employment and are intended to function as a land use transition between the General Employment areas to the west and the Downtown Regional Centre to the south and east.

- b) Permitted Uses - Within this Area Specific Policy, permitted uses shall consist of the following:
- i) a Co-generation District Energy Facility located on lands at 170 Mills Road, 176 Mills Road and the land locked Town owned parcel (Registered Plan M30 Part of Lot 3, RP 40R4883 Part 1 and RP 40R4882 Parts 1 and 2, and Plan 512 Part of Lot 3, RP 40R8366; and,
  - ii) a broad variety of Prestige Employment uses, excluding: drive-through facilities, including drive-through restaurants; motor vehicle rental establishments; taxi depots; and motor vehicle sales establishments.
- c) Policies - The following policies are specific to this Area Specific Policy:
- i) Buildings shall be sited close to the street right-of-way and create an attractive and interesting *public realm*. Parking and loading facilities shall not be located in a front yard between the building(s) and the street, to encourage pedestrian activity.
  - ii) The maximum building height limit is 8 storeys, or 28 metres, whichever is less. The minimum building height requirement shall be 2 storeys or 6 metres, whichever is less. Multi-storey office *development* may be required to conduct an Air Quality Study to demonstrate that the new *development* is not negatively impacted by the emissions from the Co-generation District Energy Facility/Steam Plant.
  - iii) Buildings are to have main entrances that address the street and be designed using techniques (i.e., architectural design, landscape treatment, building siting, etc.) to create a pedestrian-scale environment at the ground level, where pedestrians' perception of building mass and/or height is mitigated to create a comfortable, human-scale interface along the street and abutting public open spaces. Likewise, loading and service areas are to be sited to the rear of the building and screened from view from adjacent streets and public spaces. The design of *development* shall also be sensitive to the potential for adjacent residential *development* forms within the Downtown Regional Centre to ensure an appropriate built-form interface.
  - iv) To create a desirable pedestrian-oriented environment at this interface location, buildings and their main public pedestrian entrances shall present a front façade onto the street.
  - v) Notwithstanding Section 3.3.4 f) of this Plan, retail and wholesale sale of products manufactured, processed or assembled on the premises for lands known municipally as 110 through 182 Hunt Street, inclusive, is permitted, but such use shall not occupy more than 50% of the gross floor area of the building in which the products are manufactured, processed or assembled.
  - vi) A Co-generation District Energy Facility is a central facility that generates and distributes thermal energy (steam and/or hot and cold water) to end users through an underground pipeline distribution system and generates electricity, including electricity for supply to the grid. The maximum electricity generating capacity is 25 MW and the permitted fuels are chipped woodwaste and natural gas.

**6.13 Lands Fronting onto both sides of Achilles Road between Salem Road and Carruthers Creek, lands located at the northwest corner of Salem Road and Achilles Road, lands located at the southwest corner of Salem Road and Mandrake Street, and lands located north of Highway 401 and south of Chambers Drive, between Salem Road and Carruthers Creek:**

- a) Description - The lands within the Area Specific Policy represent a premier employment gateway to the Town, and from a planning perspective, are considered an area of special treatment. The interchange lands provide a unique, prestigious location with high visibility from Highway 401, Salem Road, Achilles Road, Chambers Drive and the Canadian National Railway (CNR) Windsor-Quebec rail corridor (also a Go Rail Route), convenient access to the highest order routes of the Town's transportation network, proximity to the amenities of the Uptown Regional Centre and Downtown Regional Centre, and an attractive natural setting. This environment provides an ideal location for *development* characterized by pedestrian-friendly, high-quality, landmark built form that conveys a prestige employment image and definitive urban presence. Accordingly, it is the intent of this Plan to ensure that lands in the vicinity of the interchange support employment-intensive forms of *development* that benefit from and, in turn, complement and optimize the character/image of the interchange as a premier employment gateway.

*Development* in this Area Specific Policy is envisioned to exhibit a mix of employment-intensive land uses reflective of upscale, landmark, prestige employment, characterized by the highest quality design features. In terms of built form, the urban design focus is on creating a gateway using distinctive and contextually-sensitive architecture while ensuring that sufficient massing, height, built form, landscaping and street elements act as visual landmarks to identify this primary Town entry and establish a quality image - and serve as a catalyst - for the Town's broader employment areas. As a premier gateway location containing a unique and limited supply of employment land having premium access, visibility and contextual attributes that are not available elsewhere in the Town, the visual attractiveness, sensitive design and distinctive image of the area is of prime importance.

*Development* related and scaled to the pedestrian is required on all lands within the area, in keeping with the objective of developing this gateway as a transit-supportive, pedestrian-friendly precinct.

- b) Permitted Uses - Within this Area Specific Policy, non-residential *development* is planned to consist of employment-intensive land uses of a nature/type that will promote, complement and optimize the character of the lands as a premier, non-retail oriented employment gateway, and contribute to the creation of a node of prominent, highly visible landmark *developments* that convey a quality, prestige employment image.
- 1) Permitted uses within the Prestige Employment designation consist of the following:
- i) offices, and research and development facilities;
  - ii) manufacturing in wholly enclosed buildings;
  - iii) banquet facilities and convention centres; and,
  - iv) hotels and motels;
  - v) motor vehicles sales establishments, subject to specific land use and design criteria to be outlined in the Zoning By-law;

- vi) places of worship, subject to a requirement that accessory offices from which counseling and/or children/youth/adult/seniors' programs are offered, as well as a day care facility, be provided; and,
- vii) a broad variety of employment-intensive prestige employment uses, provided they are located in a multi-tenant building, including:
  - financial institutions;
  - restaurants;
  - personal service shops;
  - service or repair shops; and,
  - dry cleaning depots.

In addition, the use of lands bounded by Achilles Road to the south, the Highway 401/CNR corridor to the north, Carruthers *Creek* to the west, and located within 210 metres of the unopened Shoal Point Road right-of-way, for the purposes of off-site storage parking of up to 90 automobiles shall be permitted, provided that the automobiles shall be permitted, provided that the automobiles are affiliated with a motor vehicle sales establishment that is also located on lands within this Area Specific Policy.

- 2) Prohibited uses within the Prestige Employment designation include the following:
  - i) prestige employment uses of a nature/type which generally are not employment-intensive, and/or generally do not promote, complement and optimize the character of the lands as a transit-supportive, pedestrian-friendly, intensive, non-retail-oriented employment gateway, including:
    - drive-through facilities (including drive-through restaurants);
    - self-serve laundromats;
    - motor vehicle rental establishments;
    - motor vehicle washing establishments (unless ancillary to a *new motor vehicle sales establishment*);
    - public storage facilities;
    - recreation facilities;
    - warehouses/distribution centres; and,
    - freestanding forms of the following uses:
      - o financial institutions;
      - o restaurants;
      - o personal service shops;
      - o service or repair shops; and,
      - o dry cleaning depots;
  - ii) service centres, gas bars, and truck refueling facilities; and,
  - iii) retail warehouses.

Notwithstanding the above prohibitions, one drive-through restaurant, one gas bar and one motor vehicle washing establishment (automatic) shall be permitted at the southeast corner of Salem Road and Achilles Road.

The following uses shall also be permitted at the southeast corner of Salem Road South and Chambers Drive, notwithstanding the above prohibitions:

- ancillary retail uses (without drive-through facilities) on the ground floor of a multi-storey office building (minimum three storeys in height, with an enclosed roof area equivalent to 50% or more of the ground floor area being at least 12 metres high) located directly adjacent to the intersection of Salem Road South and Chambers Drive; and,
- a maximum of two free-standing buildings which may be used for a financial institution, restaurant, personal service shop, service or repair shop, or dry cleaning depot, provided that each such building has a ground floor area of not less than 465 square metres and, where the ground floor area is less than 600 square metres, is linked with a neighbouring permitted building by a shared pedestrian arcade.

Notwithstanding the above prohibitions in b)2) i), ii) and iii) and the permitted uses under 3.3.4 b) of the Prestige Employment Designation, the following uses shall also be permitted at 305 Achilles Road:

- motor vehicle repair facility; and,
- motor vehicle rental establishment.

- 3) Permitted uses within the Medium Density Residential designation at the southwest corner of Salem Road and Mandrake Street are permitted within a density range of 30 to 105 units per net hectare and consist of the following:
- i) small scale commercial *development* occupying the ground floor of a residential mixed use building, including convenience stores and personal service establishments, financial institutions, day-care facilities, restaurants, and business/professional offices, but excluding any type of drive-through facility (both food and non-food);
  - ii) residential uses in a mixed use building featuring commercial/office uses located at grade with residential units above;
  - iii) apartments in a multi-storey residential building;
  - iv) stacked townhouses; and,
  - v) back-to-back townhouse with a common parking area.
- 4) Gas Bars and Service Centres shall be prohibited within the Medium Density Residential designation at the southwest corner of Salem Road and Mandrake Street in all instances.

c) Policies - The following policies are specific to this Area Specific Policy:

- 1) Buildings/Built Form - The siting of buildings shall contribute to the creation of well-defined view corridors, attention to landmarks, and termination of views with attractive features or buildings. The location, orientation and massing of buildings shall allow the 'best' form and articulation of the buildings to be visible from a number of locations and situations, with an emphasis on the *public realm*. The best form is to respond to adjacent roads and open spaces, where the greatest level of pedestrian orientation and architectural detail will be provided adjacent to roads and public open spaces where pedestrian activity is most likely. An equivalent level of architectural detail is to be provided where building façades face Highway 401, after taking into

consideration sight lines and topography/grades. All new *development* shall be consistent with the following policies related to buildings and built form:

- i) Main entrances to buildings shall be located to face or address the street, with direct pedestrian access to the sidewalk. Building elevations facing adjacent roads shall have a clear 'frontal' expression in the detailing of entrances, windows, signage and architectural elements.
- ii) Buildings shall promote a pedestrian-friendly streetscape through pedestrian scale, the provision of windows at grade level, prominent and sheltered entrances, and the use of high-quality materials. Buildings are to be designed using techniques (i.e., architectural design, landscape treatment, building siting, etc.) to create a pedestrian-scale environment at ground level, where pedestrians' perception of building mass and/or height is mitigated to create a comfortable, human-scale interface along the street and abutting public open spaces.
- iii) Buildings are to be sited generally parallel to the public street (to define the street edge/wall) and along the edges of natural open space features. The public faces of buildings shall align with the public faces of neighbouring buildings so as to present a consistent edge condition defined by the building faces lining roads and open space features.
- iv) Buildings shall be sited and organized so that all streets and natural open spaces are overlooked by active, high-quality building façades. In this regard, façades shall be animated by doors and/or windows, and reflect a high level of architectural detailing, in order to create front-facing built form edges to the *public realm*. New buildings shall not be permitted to back onto adjacent streets; rather, buildings shall front onto public streets and/or natural open space features.
- v) To add interest and vitality to the streetscape, encourage the use of sidewalks, and contribute to a safer and more vibrant pedestrian environment, office uses shall be located to face the most important streets, together with show rooms, presentation and sales pavilions, and ancillary retail components.
- vi) In consideration of the role of the interchange as a primary employment gateway, building designs for sites in this Area Specific Policy shall have the highest level of architectural detailing, a distinct architectural appearance and shall articulate adjacent intersections by enhancing the presence of each corner building, through massing, height, architectural detail, and framing the intersection. Further, corner buildings shall have articulated façades toward both streets and should be visually different from adjacent *development*.
- vii) The building/street relationship is fundamental to achieving the desired gateway character for this policy area. As such, build-within zones shall be implemented through appropriate zoning regulations for all properties within the Area Specific Policy, requiring buildings to locate a substantial portion of their front and exterior side walls within a defined zone on the lot. The build-within zones shall set both a minimum and maximum setback from the street.

- viii) To reflect the importance of corner properties, buildings shall be sited and massed close to daylighting triangles/corner roundings. The exception to this requirement shall be in instances where the corner is developed for an urban square, featuring enhanced hard landscaping and rich with pedestrian amenities and lighting. In such instances, that part of the perimeter of the urban square that is not adjacent to a street edge or daylighting triangle/corner rounding, shall be substantially flanked by active building façades. In terms of build-within zones and minimum built frontage requirements in the Zoning By-law, an urban square shall be considered an appropriate substitute for built form.
- ix) Architectural variety is crucial in creating a visually stimulating gateway environment. Through subtle variations in the façade treatment, streetscapes composed of buildings of similar style and form can succeed in projecting an image of architectural richness and variety. For individual buildings, long stretches of monotonous building façades or 'blank' walls shall be avoided. A more textured architectural quality is to be achieved by introducing variation in elements of the façade treatment.
- x) Parking shall generally be located to the rear or side of buildings. Where sites are adjacent to the Highway 401/CNR corridor, a limited amount of adjacent parking may be located between the building(s) and the corridor, with consideration given to grades and sight lines in determining the amount. No visitor or employee parking areas or driveway aisles are permitted between an adjacent street and any part of the building façade within the build-within zone. Service and loading areas generally shall not be located between the building(s) and the road, to promote a prestige appearance and encourage pedestrian activity. Likewise, service and loading areas generally shall not be visible from the Highway 401/CNR corridor, to promote a prestige appearance from the corridor.
- xi) Overhead doors, or doors for waste disposal/recycling shall not be located in a wall facing any adjacent street or publicly accessible open space area, unless they can be adequately screened from view, to the satisfaction of the Town. When located to the side and/or rear of a building, such elements shall be screened from view from streets and open space areas by a building(s), wing wall, hard/soft landscape treatment, and/or grading treatment.
- xii) Notwithstanding any other provisions of this Plan, new buildings shall not be required to front onto the Highway 401/CNR corridor where issues of significant topography/grade changes, sight lines and/or setbacks to meet CNR and Ministry of Transportation requirements are a significant factor. However, the façades (or portions thereof) of buildings that are exposed to view from the corridor are to be subject to the same quality, materials and design treatment exhibited by street-facing elevations.
- xiii) Garbage, waste and recycling storage shall be contained within an enclosed building. Garbage, waste and recycling associated with any restaurant use shall be contained within a climate-controlled building.

- xiv) Transformers should be located within the building. All rooftop mechanical equipment shall be enclosed in a manner that blends with the architecture of the building. In addition, the design of rooftops of buildings having five or more storeys will need to account for their landmark characteristics.

Accordingly, rooftops should be designed as architectural elements that enhance the appearance and presence of the building, such as by concealing elevator penthouses or incorporating antennas as an integral architectural element. Rooftop lighting that highlights the landmark character of these buildings will be encouraged.

- 2) Landscaping - Expression of the Town's pride and appreciation of its natural and recreational features is a key principle within the Area Specific Policy. Sites adjacent to natural open space features shall address the feature with a treatment appropriate to an important street. That is, the natural or recreational feature is to be treated as importantly as any street or use in the Town.

Open spaces, valley edges, parks, pedestrian walkways, woodlots and natural features share many of the same visual opportunities as streets and corner sites. Full use is to be made of the opportunities presented by these special conditions and their significance reinforced.

- i) Landscaping shall be used to complement and reinforce positive elements of buildings, to support the sense of continuous built form along street edges, and to dispel the impression that buildings are isolated from each other on their own sites.
- ii) The transitional spaces that are created by the build-within zones (the front yards and exterior side yards) shall be appropriately landscaped and shall be integrated with the public boulevard landscape treatment. The type and character of the landscape treatments shall be appropriate for the *adjacent land* use.
- iii) Where the edges of *development* sites are adjacent to natural features, naturalistic and/or hedgerow planting shall be provided that protects, supports, enhances and extends natural features into sites.
- iv) Parking and truck maneuvering areas that are visible from streets shall be screened with semi-transparent techniques (hard and/or soft landscape elements) to allow casual observation for safety. The impact of parking shall be further lessened by using walkway islands, raised landscaping and low walls to break up the area into small zones and to provide continuity of built form along the street edge.
- v) Where buildings and wing walls do not screen loading bays/service areas from public view, they shall be screened using hard and soft landscape elements including walls, fencing, berming and/or planting that is consistent in materials and details with the character of the site as a whole.
- vi) Where a utility provider requires that a hydro transformer or utility vault be located outside of a building, such elements shall be screened from public view by hard and/or soft landscaping.

- vii) The removal of existing mature trees that are worthy of preservation is discouraged, particularly when they are located at the edges of *development*. Where mature trees are removed, compensation in the form of on-site landscaping and trees shall be secured. The design of surface parking areas, driveway locations, and landscaped areas, and the siting of buildings, shall accommodate, where possible, the retention of existing mature trees.
- 3) The Pedestrian Experience - Roads, sidewalks, walkways and public and private open space features provide the basic structure for pedestrians' experience of the gateway. Of equal importance is the close relationship of adjacent buildings to these elements. It is considered a fundamental principle of this Plan that this Area Specific Policy be transit-supportive and pedestrian-friendly, which requires a comprehensive, connected and well-designed network of sidewalks, internal site walkways (including internal linkages to adjacent sites with convenient destinations), and public trails. All new *development* shall be consistent with the following policies intended to facilitate a comfortable, safe, attractive and convenient pedestrian experience:
- i) Sidewalks shall be provided along all public road rights-of-way within the Area Specific Policy. All public sidewalks shall be linked to adjacent open space features and trailheads, main entrances to adjacent buildings, and walkway connections within adjacent *development* parcels.
  - ii) A pedestrian weather protection system including awnings, canopies, or colonnades above main pedestrian entrances and walkways along active building façades is strongly encouraged.
  - iii) Generally, fencing between adjacent *developments* and adjacent parking lots is discouraged. To promote pedestrian safety through passive surveillance, opaque barriers (e.g., wing walls, masonry walls, fencing in combination with heavy landscaping, etc.) should be used only for screening purposes, and not in locations where views of pedestrian areas (parking lots, walkways, patio areas and building entrances) would be compromised.
  - iv) Where *development* is proposed on lands adjacent to natural heritage features within the Carruthers *Creek Watershed*, the goals, objectives and policies of this Plan relating to the Greenlands System shall be appropriately addressed.
- 4) Parking Facilities - Parking, loading and service areas should have the least possible impact on the streetscape and public open spaces; therefore, the location and design of on-site parking, loading and service areas need to be carefully considered and co-ordinated with the pedestrian realm. Accordingly, the following policies shall apply.
- i) Large surface parking areas are generally discouraged and, in the long-term, parking is encouraged to be located in structures, either above or (more preferably) below grade. Where surface parking must be provided, the visual impact of large surface lots shall be mitigated with a combination of setbacks, significant landscaping and pavement treatments including low walls, landscape materials, trees and lighting throughout parking lots and along the edges. Parking areas should be designed with clear pedestrian routes that are defined with landscape treatment.

- ii) Where possible, access to parking, loading and servicing areas should occur off local streets or service lanes. The number of access locations to any given site shall be minimized to avoid vehicular/pedestrian conflicts along sidewalks. Opportunities for shared access arrangements are to be rigorously pursued, such as by locating driveways next to neighbouring sites and requiring easements to be granted in favour of adjacent landowners through development agreements.
  - iii) Parking facilities, driveways and service areas are to be located in a manner that has a minimal physical impact on public sidewalks and accessible public open spaces. Shared driveways and service courts at the side and rear of buildings are encouraged to provide for these functions.
  - iv) Surface parking lots shall be sufficiently set back from front and exterior lot lines, property lines abutting the Highway 401/CNR corridor, and natural open space features in order that landscaped buffers can be provided. The setback area should be appropriately landscaped to define the street edge and adjacent building walls, provide safety and amenity for pedestrians, and screen the view of cars. When adjacent to a public road right-of-way, the landscaping strip shall include a low wall, fencing, raised planting bed and/or other landscape elements, both hard and soft, to the satisfaction of the Town.
  - v) When parking lots abut other parking lots at an interior side yard and/or a rear yard, the set back and buffering requirements may be reconsidered in order to allow the parking areas to be amalgamated and used jointly.
  - vi) Appropriate landscape treatments, including trees and pedestrian lighting throughout parking lots and along their edges, shall be implemented to improve the appearance of parking areas and to contribute to the visual continuity of the street edge, while encouraging the safe use of these spaces.
  - vii) In order to encourage higher density development in this area, the Town shall consider alternative parking provisions or shared parking as new development applications are evaluated. To assist in this regard, the Town may require a proponent to submit a detailed parking demand analysis undertaken by a qualified professional.
- 5) *Compatible Development* - In this Area Specific Policy there is a desire to promote pedestrian-friendly built form and a range of employment-intensive lands uses. As such, the uses permitted in the Area Specific Policy can be considered to be compatible in the context of the Highway 401/Salem Road interchange. The key issue becomes the scale, form and character of buildings that are in proximity to one another.

In this regard, compatible *development* within the Area Specific Policy means *development* that may not necessarily be the same or similar to the existing buildings in the vicinity, but, nonetheless, enhances the nature and character of the area and co-exists with existing *development* without causing any undue adverse impact on surrounding properties. This definition includes a variety of key phrases that require further definition:

- i) enhance the nature and character of the area - all new *development* in the Area Specific Policy shall contribute positively to the planned nature and character of the interchange as a transit-supportive, pedestrian-friendly, employment-intensive, non-retail-oriented employment area. *Development* that does not contribute to the planned nature and character of the Area Specific Policy shall not be considered compatible *development*; and,
- ii) co-existence without undue adverse impact on surrounding properties - the nature and character of the Area Specific Policy is fundamentally different from the adjacent residential suburban land use context. Accordingly, issues of *development* compatibility shall be assessed for *development* proposals adjacent to Residential areas/designations.

Generally, if *development* conforms to the policies of this Plan, it can be considered compatible, given that these policies are intended to ensure that new *development* is sensitive to existing and planned adjacent residential *development*, resulting in an appropriate built-form interface. However, to ensure that the impacts of such new *development* are appropriately considered, proponents of all *development* proposals shall be required to prepare a Development Compatibility Report, to the satisfaction of the Town, that will ensure that all undue, adverse impacts on adjacent residential land uses are identified and appropriately mitigated. Impacts that are to be assessed in the Development Compatibility Report may include:

- shadow;
- privacy;
- noise;
- lighting/illumination;
- vibration; and,
- any other matters considered appropriate to the Town.

- 6) **Phasing of New *Development*** - It is understood that the *development* of any given property may involve a number of phases before it achieves ultimate build-out. As a result, the density, built frontage and lot coverage provisions prescribed in this Plan and/or contained in the implementing Zoning By-law might only be achieved upon the completion of all phases, rather than on a phase-by-phase basis.

Accordingly, in instances where a developed is proposed to be phased, a Master Site Development Plan demonstrating compliance under ultimate build-out conditions shall be submitted as part of any application for site plan approval. Each phase of *development* undertaken by the proponent shall protect for future phases in accordance with the Master Site Development Plan. The Town may consider the provision of parking on an interim basis on lands intended for a future phase, provided that beyond the medium term, future *development* of the lands is not prejudiced. The phasing of *development* in accordance with the approved Master Site Development Plan shall be a requirement of any related Site Plan Agreement.

It is understood that the Master Site Development Plan may be amended from time-to-time, in response to the vagaries of the market, but all such amendments shall continue to demonstrate, to the Town's satisfaction, the ability to ultimately achieve compliance in a fashion that maintains the intent of this Plan and the Zoning By-law.

- 7) Where they do not conflict with the Area Specific Policies, Prestige Employment uses within the Area Specific Policy shall be developed in accordance with the policies of Section 3.3.4 of this Plan.

**6.14 Lands Bounded by Taunton Road, Rossland Road, Urfe Creek and Duffins Creek/Ravenscroft Road (formerly known as the A9 Planning Area):**

- a) Prior to approving new *development*, Council shall be satisfied that *development* will not have an unacceptable impact on the *natural heritage system*, surface water or groundwater regime. This shall be demonstrated through the completion of a comprehensive Master Environmental Servicing Plan (MESP) including an Environmental Impact Statement and Water Resource Management Report, dealing with stormwater and hydrogeological matters, prior to zoning, draft plan of subdivision, condominium or site plan approval. The MESP shall include, to the greatest extent possible, in addition to other matters, hydrological, hydrogeological and geotechnical analyses which address groundwater recharge and discharge, aquifer vulnerability, water budget and aquatic management. The above noted area comprises segments of three subwatersheds including Urfe, Duffins and Millers Creeks. Study areas shall include the portion of the subwatershed where the lands are proposed for *development*.

However, if the subject property is located within the Duffins subwatershed, the boundary shall be the hydro corridor and may be defined more specifically for small, isolated developable tracts that cross two or more subwatersheds. The MESP shall consider the data available for the entire subwatershed that is applicable to the subject property. The Terms of Reference for the MESP and related studies shall be prepared by the proponent and approved by the Town, in consultation with Durham Region and the Toronto and Region Conservation Authority.

- b) A Functional Servicing Plan shall be approved by the Town, in consultation with Durham Region and the Toronto and Region Conservation Authority, prior to the approval of specific applications for Zoning By-law Amendments, draft plans of subdivision, draft plans of condominium or site plans.

**6.15 Lands Fronting on the north side of Rossland Road West, east of the Ajax-Pickering municipal boundary and west of the Urfe Creek, opposite Bunting Court:**

Notwithstanding the High Density Residential designation, the lands situated on the north side of Rossland Road West, opposite Bunting Court, shall only be developed for the purpose of a residential apartment dwelling, which may include a seniors' apartment building and/or a nursing home. In total, a maximum of 70 dwelling units shall be permitted, in a building generally not to exceed 5 storeys in height.

**6.16 Lands Bounded by Taunton Road, Rossland Road, Urfe Creek and Duffins Creek:**

Notwithstanding the provisions of Section 3.1.5 for High Density Residential uses within a Mixed Commercial Corridor designation, at the southwest corner of Taunton Road West and Ravenscroft Road, the following shall be permitted:

- a) A maximum building height of 24 storeys;

- b) A maximum number of dwelling units of 1,500 units and a maximum density of 435 units per net hectare;
- c) A minimum number of 300 seniors dwelling units;
- d) All buildings and their associated landscape treatments must define the street edge;
- e) All building entrances must be clearly defined with landscaping;
- f) All visitor drop-off areas must be provided at building entries;
- g) All on-site pedestrian circulation must be clearly defined through pavement, lighting and landscaping;
- h) All permanent parking, loading, underground parking ramps, and service areas must be located in interior side or rear yards, set back from the front façade of a building;
- i) All garage doors to underground parking areas must not face Taunton Road West or Ravenscroft Road;
- j) All of the rooftops of buildings must be designed as architectural elements which enhance the appearance of the building, concealing mechanical equipment and elevator penthouses;
- k) All buildings, with the exception of one building, shall have their primary entrances, windows and signage facing onto public roads;
- l) The floor-to-ceiling height for the ground floor shall be designed to appropriately accommodate commercial uses; and,
- m) That, in order to satisfy Section 7.1.2 of the Official Plan regarding height and density bonuses, the following items will be required to be provided through the *development* of the lands to the satisfaction of the Town of Ajax, and will be secured through an agreement with the Town of Ajax and, prior to lifting the (H) holding provision on the subject lands:
  - i) Dedication of 11.6 hectares of *valleylands* to the Toronto and Region Conservation Authority;
  - ii) Construction of the Duffins North Trail from Paulynn Park to Taunton Road West to proceed as part of the first parcel to be developed on the lands;
  - iii) Implementation of public art at the southwest corner of Taunton Road West and Ravenscroft Road to be provided prior to development of the second parcel on the subject lands;
  - iv) Provision of a minimum of two buildings to be used for *special needs* housing (seniors apartments);
  - v) Cash contribution equivalent to the cost of the construction of Ravenscroft Road, from the southern limit of the RioCan property to the southern limit of the lands being developed; and,
  - vi) Conveyance of the lands needed for the widening and realignment of Ravenscroft Road.

**6.17 Lands on the west side of Old Harwood Avenue between Chapman Drive and Hirshfield Lane, municipally known as 240, 228 and 216 Old Harwood Avenue and the rear portion of 200 Old Harwood Avenue:**

Notwithstanding any other provisions of this Plan, certain lands designated Medium Density Residential, and municipally known as 240, 228 and 216 Old Harwood Avenue and the rear

portion of 200 Old Harwood Avenue as shown on Schedule 'A-1', shall be subject to the following provisions:

- a) The lands shall only be used for nursing homes and seniors housing. Ancillary medical facilities developed in conjunction with a nursing home may also be permitted;
- b) The building shall not exceed 5 storeys in height;
- c) The number of units permitted within the building shall not exceed 175 units;
- d) The permitted density shall not exceed 185 units per net hectare; and,
- e) The final site plan, building elevations and landscape plan shall demonstrate a commitment to good urban design.

**6.18 Lands bound by Audley Road, Alexander's Crossing, Kerrison Drive, and a line located approximately 250 metres south of Kingston Road, and the lands located on the east side of Harwood Avenue, west of the CPR tracks, north of the point where realigned Harwood Avenue intersects with Old Harwood Avenue, to the southerly limit of the Mixed Commercial Corridor designation that abuts Taunton Road:<sup>10</sup>**

- a) Description – Based on the characteristics and attributes of the three areas which constitute this *Area Specific Policy*, limited retail *development* may be permitted in conjunction with prestige employment uses, subject to several criteria.
- b) Permitted Uses – Within this *Area Specific Policy*, Prestige Employment uses shall be permitted. In addition, limited retail uses may be permitted subject to several criteria.
- c) Policies – The following policies are specific to this *Area Specific Policy*:  
Limited retail *development* may be permitted on the above noted lands designated Prestige Employment through an amendment to the zoning by-law, subject to an applicant submitting documentation that fulfills the following criteria to the Town's satisfaction:
  - i) that generally a minimum 75% of the gross floor area of all buildings constructed in each phase of *development* shall comprise prestige employment uses;
  - ii) that the prestige employment uses be planned to achieve a minimum cumulative employee density of 37 employees per net hectare;
  - iii) that the proposed retail uses serve a segment in the market place that is not adequately served in the Town, serve the immediate designated Employment Area, are an integral component of the overall *development*, and do not adversely impact the designated commercial sites identified in the Ajax Official Plan;
  - iv) that no individual retail use, excluding any Prestige Employment use, exceed a gross leasable floor area of approximately 500 m<sup>2</sup>;
  - v) that the proposed *development* does not adversely affect the overall stability of the employment area and the capacity of the area to be developed for employment area uses;

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<sup>10</sup> Deferral D42-1 – Section 6.18 has been deferred. Refer to table of 'Outstanding Deferrals' preceding the Table of Contents

- vi) that the road network in proximity to the site can accommodate the projected vehicular traffic volumes generated from the proposed *development*;
- vii) that any buildings located adjacent to either Kingston Road or Rossland Road comprise a minimum building height of two *functional storeys*; and,
- viii) that in addition to the urban design policies applicable to employment areas outlined in Section 3 entitled Urban Design and Cultural Heritage Preservation, the following policies shall also apply to any buildings that contain retail uses:
  - Façade Articulation – windows, awnings, entry areas, and arcades should generally total at least 60 percent of the façade length facing a public street;
  - Entrances – all sides of a principal building or tenant space that faces an abutting public street should feature at least one customer entrance that is clearly defined and highly visible;
  - Roof Lines and Materials – roof lines should provide variations to reduce the scale of the buildings to add visual interest by changing the height generally every 30 linear metres in the building length;
  - Windows – smaller retail spaces that are part of a larger principal retail building should be transparent generally between the heights of 0.9 to 2.4 metres above the walkway grade for generally no less than 60 percent of the horizontal length of the building façade; and,
  - Pedestrian Circulation – a continuous internal private pedestrian walkway system should be provided from the perimeter public sidewalk to the principal customer entrances and weather protection features should generally be provided within 9 metres of all said entrances.

**6.19 Lands generally bound by Highway 401, Mills Road, Hunt Street MacKenzie Avenue, Bayly Street and Westney Road:**

- a) Description – The lands within this Area Specific Policy are primarily designated General Employment and contain, among other uses, a variety of heavy industrial uses. The Town is pursuing the long term rehabilitation of this Area to ensure compatibility with, and connectivity between, the Downtown and the GO Station lands.
- b) Permitted Uses – Within this Area Specific Policy, General Employment uses shall be permitted.
- c) Policies – The following policies are specific to this Area Specific Policy:
  - i) The existing grid pattern of streets west of MacKenzie Avenue, including the extensions of Hunt Street, Finley Avenue, and McMaster Avenue shall be pursued by the Town to facilitate better connectivity and access to this Area Specific Policy.
  - ii) The nature and design of *development* in the Area Specific Policy shall be sensitive to the potential for residential *development* forms within the Downtown Centre and in the vicinity of the GO Station lands.

**6.20 Lands generally bound by Rossland Road, Spitty Road, the SL&H Rail line and Carruthers Creek, being Part of Lots 5 and 6, Concession 3:**

- a) Description – On September 18, 2009, the Ontario Municipal Board rendered its decision, and allowed in part, the appeals filed by Beechridge Farms Inc. to amend the Durham Regional Official Plan and the Ajax Official Plan to permit the *development* of employment and residential uses within the subject area in accordance with the following:
  - i) that permitting low density residential *development* to the east of the intermittent stream and hedgerow and medium density residential *development* to the north of the proposed access road to the east of Salem Road represents an appropriate balance of meeting the official plan objectives for both residential *development* and preserving the long term employment goals of the Town of Ajax and the Region of Durham on site;
  - ii) that the lands will be jointly developed for employment and residential uses so that the balance between population and jobs, so important to the Town of Ajax and the Region of Durham, can be furthered; and,
  - iii) that the detailed planning necessary for the zoning by-law amendment and draft plan of subdivision includes the relationship of residential and employment on the site, and the timely *development* of employment with residential *development*.
- b) Permitted Uses – Within the area identified as subsection 6.20, Prestige Employment, Low Density Residential, Medium Density Residential and Environmental Protection uses shall be permitted.
- c) Policies – Notwithstanding any other provisions of this Plan to the contrary, the following policies shall apply to the lands identified within subsection 6.20:
  - i) To ensure that an appropriate balance between residential and employment uses is maintained on the subject lands, the lands designated Prestige Employment shall not be redesignated to permit non-employment uses.
  - ii) To ensure the timely *development* of employment with residential land uses, servicing along with the local streets shall be made available to the employment lands located east of Salem Road in the first phase of *development*.
  - iii) The employment lands located on the west side of Salem Road shall be remediated in a timely fashion in compliance with a soils report, prepared by a qualified engineer to the Town’s satisfaction, which includes the location and costs to remove the contaminants to comply with Provincial standards for commercial or equivalent *development* prior to final approval of that portion of the lands lying west of Salem Road.
  - iv) The employment lands located on the west side of Salem road shall be serviced with municipal piped water and municipal sanitary sewerage facilities in a timely fashion. Should the said lands not be serviced by November 30, 2016, the Town shall, in consultation with the Owner of the lands, evaluate the supply and demand for employment land in Ajax every five years, which shall be used to establish an appropriate timeline for the servicing of the said lands. In the event of any dispute with the results of the Town’s evaluation and conclusions, such may be settled between the parties by way of binding arbitration.

- v) The unused portion of Spitty Road shall be stopped up and closed by the Town, in accordance with the provisions of the Municipal Act and developed in conjunction with the abutting Prestige Employment lands.
- vi) Notwithstanding section 3.3.4 i), which prohibits outdoor storage on lands designated Prestige Employment, limited outdoor storage may be permitted on the lands located on the west side of Salem Road provided that such outdoor storage is not located in a front yard or a yard abutting either Rossland Road or Salem Road, or within 70 metres of the eastern lot line of the J. Clarke Richardson and Notre Dame secondary *school* lands. Any limited outdoor storage shall be shielded from public view by buildings, fencing or landscaping.
- vii) Permitted within the Prestige Employment designation are such uses as business and profession offices, research and development facilities, manufacturing in wholly enclosed buildings, warehousing, distribution centres, retail sale of products manufactured, processed or assembled in the premises, automobile dealerships, financial institutions, restaurants, personal service establishments, athletic clubs, private recreational facilities, banquet facilities, convention centres, hotels and motels and uses ancillary to hotels and motels. However, the full range of permitted uses will be established in the Zoning By-law.
- viii) Automobile dealership affiliated with an automobile manufacturer and that sell primarily new automobiles or trucks are also permitted within the Prestige Employment designation.
- ix) An educational and training facility providing programs and services for children with special needs shall be permitted in the Prestige Employment designation.
- x) One motor vehicle repair facility that is limited to conducting minor automotive running repairs comprising a maximum floor area of 350m<sup>2</sup> and no more than two vehicle entry doors providing access to four vehicle bays shall be permitted on the lands which are zoned PE – Prestige Employment located on the east side of Salem Road.
- xi) Adequate parking and loading facilities shall be provided on the site. These facilities, except for a limited amount of adjacent visitor parking, generally shall not be located between the building(s) and Rossland Road and Salem Road to promote a prestige appearance. Shared access and parking among various properties is encouraged.
- xii) The maximum gross floor area of an industrial or office use to be used as a showroom and/or for the retail or wholesale sale of products manufactured, processed or assembled on the premises shall not exceed 20% of the total gross floor area of the building.
- xiii) Where a proposed Prestige Employment use abuts or is in proximity to an existing or planned residential use, land use impacts will be mitigated through the use of fencing, landscaping, berming or a combination of these features to ensure that there is adequate screening between the uses. The regulation of the Province, as amended from time to time, shall apply.
- xiv) All new *development* or *redevelopment* within the Prestige Employment designation shall be consistent with the Employment Areas Urban Design Guidelines adopted by Council.

**6.21 384 Finley Avenue (west side of Finley Avenue, south of Bayly Street West):**

Notwithstanding Section 3.3.5 (General Employment Designation) of the Town of Ajax Official Plan, the lands municipally addressed as 384 Finley Avenue, shall permit a funeral home and the ancillary uses of a crematorium with a maximum of three cremators and a funeral visitation centre.

**6.22 Lands on the west side of Salem Road between Twilley Lane and Kingston Road East, municipally known as 60 Salem Road South:**

Notwithstanding the provisions of Sections 3.2.3.3 d) and e) for the Commercial Mixed Use II designation, buildings less than 3 storeys in height and a *floor space index* of less than 1.25 shall be permitted on lands known as 60 Salem Road South.

**6.23 Lands located in the general vicinity of the southeast corner of Harwood Avenue and Rossland Road:**

- a) Description – A mixed-use commercial *development* with retail uses in conjunction with Prestige Employment uses, subject to the policies of Section 6.23.c), may be permitted.
- b) Permitted Uses – In addition to the permitted uses within the Prestige Employment designation, retail uses may be permitted in accordance with Section 6.23.c).
- c) Policies – The following area-specific policies shall apply:

Section 3.3.4 i) does not apply.

Automobile dealerships and service stations, which are permitted Prestige Employment uses, shall not be permitted on the subject lands.

Retail uses may be permitted subject to the following:

- i) That generally a minimum of 30% of the total gross floor area of all buildings at full build-out after all *development* phases shall comprise Prestige Employment uses;
- ii) That the Prestige Employment uses shall be planned to achieve a minimum cumulative employee density of 37 employees per net hectare;
- iii) That retail uses serve a segment in the market place that is not adequately served in the Town, serve the surrounding employment area, are an integral component of the overall *development*, and do not adversely impact the planned function of designated commercial sites identified in the Town of Ajax Official Plan;
- iv) That no supermarket use exceed a gross leasable floor area of approximately 5,000 sq. m and any other individual retail use shall not exceed 2,000-sq. m.;
- v) That the proposed development does not adversely affect the planned function of the surrounding employment area and the capacity of the surrounding area to be developed for Employment Area uses;
- vi) That the road network in proximity to the site can accommodate the projected vehicular traffic volumes generated from the proposed development;

- vii) At least one building abutting Rossland Road and at least one building abutting Harwood Avenue will comprise a minimum building height of two *functional storeys*. Any other building(s) abutting Rossland Road will have massing comprised of a corner feature with a minimum height of 11.0 m with balance of the building facades at a minimum height of 8.0 m. Any other building(s) abutting Harwood Avenue will have massing comprised of a corner feature with a minimum height of 9.0 m with the balance of the building facades at a minimum height of 7.0 m. For the purposes of this policy, building height will be measured from finished grade at the customer entrance near the street to the top of the building parapet;
- viii) That in addition to the urban design policies applicable to Employment Areas outlined in Section 2.5 entitled Built Environment, the following policies shall also apply to any building abutting Rossland Road or Harwood Avenue:
  - Façade Articulation – for a building façade visible from a public street, articulation will be provided through architectural treatments such as a variation of materials, roof heights and/or piers and projections. Facades with customer entrances will also include architectural treatments such as windows, canopies, awnings and entry areas;
  - Entrances – at least one customer entrance or patio will be on or within 3 m of the street facing wall of each building;
  - Windows – 60 percent of the length of the building façade facing and directly abutting the public street will be transparent glass generally between the heights of 0.9 to 2.4 metres above the finished floor elevation; and,
  - Pedestrian Circulation – a continuous internal private pedestrian walkway system will be provided from the perimeter public sidewalk to the customer entrances. Weather protection features will be provided for customer entrances for any buildings with two *functional storeys*.
- ix) That in addition to the urban design policies applicable to Employment Areas outlined in Section 2.5 entitled Built Environment, the following policies shall also apply to all other buildings:
  - Façade Articulation – for the principal building façade, articulation will be provided through architectural treatments such as a variation of materials, roof heights, piers, projections, windows, canopies, awnings and/or entry areas; and,
  - Pedestrian Circulation – a continuous internal private pedestrian walkway system will be provided from the perimeter public sidewalk to the customer entrances.

**6.24 Lands located in the general vicinity of the southeast corner of Rossland Road East and Harwood Avenue North (municipally known as 0 and 575 Harwood Avenue North, and 1 Rossland Road East):**

The maximum gross floor area of an industrial or office use to be used as a showroom and/or for the retail or wholesale sale of products either manufactured, processed, assembled, or warehoused on the premises shall generally not exceed 20% of the total gross floor area of the building or unit.

**6.25 806 Rossland Road West (north side of Rossland Road West, directly north of the Rossland Road West and Ravenscroft Road intersection):**

Notwithstanding Section 3.1.4 (Medium Density Residential Designation) of the Town of Ajax Official Plan, the lands municipally addressed as 806 Rossland Road West, shall permit semi-detached dwellings.

**6.26 1349 Church Street North (east side of Church Street North and north of Rossland Road West):**

Notwithstanding Section 3.1.3 (Low Density Residential Designation) of the Town of Ajax Official Plan, the lands municipally addressed as 1349 Church Street North, shall permit block townhouses.

**6.27 Lands located at the southeast corner of Old Kingston Road and Elizabeth Street (113 Old Kingston Road):**

Notwithstanding the provisions of Section 3.1.4 a) (Medium Density Residential designation) and 3.2.3.10 b), and m) (Village Centre designation) a maximum density of 200 units per net hectare and a maximum *floor space index* of 2.4 shall be permitted on lands known as 113 Old Kingston Road.

**6.28 Formerly 497 and 513 Old Harwood Avenue and 3, 5, 7 and 9 Grayson Road:**

Notwithstanding Section 3.1.3 (Low Density Residential Designation) of the Town of Ajax Official Plan, the lands municipally addressed as 497 and 513 Old Harwood Avenue and 3, 5, 7 and 9 Grayson Road shall permit, in addition of the other permitted uses, 10, 3-storey, multiple-attached (block) townhouses and an overall maximum density up to 45 units per net hectare.

**6.29 Formerly 105 Rossland Road West:**

Notwithstanding Section 3.1.5 (High Density Residential Designation) of the Town of Ajax Official Plan, the lands municipally addressed as 105 Rossland Road West, shall permit an overall maximum density up to 154 uph and a maximum building height of 4 storeys, excluding any rooftop access enclosures. The rooftop access enclosures shall be for the purposes of accessing the rooftop amenity space and no habitable space will be permitted within these enclosures.

**6.30 925-937 Finley Avenue:**

Notwithstanding Section 3.1.4 (Medium Density Residential Designation) of the Town of Ajax Official Plan, the lands municipally addressed as 925-937 Finley Avenue, shall permit back-to-back townhouses at an overall maximum density up to 50 uph and a maximum building height of 3 storeys.

**6.31 Lands generally bounded by the south side of Lord Drive, the west side of Salem Road South, lands designated Open Space (former Porte Road), and Bayly Street East:**

- a) Notwithstanding Section 3.1.4 (Medium Density Residential Designation), lands designated Medium Density Residential shall permit back-to-back townhouses.
- b) Notwithstanding Section 3.2.3.11 (Neighbourhood Centre Designation) lands designated Neighbourhood Centre shall permit single-use residential apartment building.
- c) That Area Specific Policy 6.3 shall not apply.

**6.32 253 and 255 Lake Driveway West:**

Notwithstanding Section 3.2.3.11, the lands designated Neighbourhood Centre, municipally known as 253 and 255 Lake Driveway West, shall permit an apartment building without ground floor commercial uses and stacked townhouse dwellings, and shall permit a maximum height of 8-storeys.

**6.33 27, 29, and 31 Harwood Avenue South:**

Notwithstanding Section 3.2.3.2 (Midtown Corridor), Area Specific Policy 6.3, and Area Specific Policy 6.7, the lands designated Midtown Corridor, municipally known as 27, 29, and 31 Harwood Avenue South, shall permit a maximum height of 10-storeys and a maximum Floor Space Index of 4.4.

**6.34 310 Kingston Road East:**

Notwithstanding Section 3.2.3.3 c) of the Commercial Mixed Use II designation, and Section 3.2.4.1 a) iv) of the urban design policies for intensification areas and corridors, the following shall apply to the lands designated Commercial Mixed Use II, municipally known as 310 Kingston Road East:

The maximum floor plate size of a tower containing residential uses shall be no greater than the following:

- 5<sup>th</sup> storey: 1,615 square metres, excluding balconies;
- storeys 6 to 17: 1,520 square metres, excluding balconies;
- storeys 18 to 19: 1,390 square metres, excluding balconies;
- 20<sup>th</sup> storey: 1,370 square metres, excluding balconies;
- 21<sup>st</sup> storey: 1,200 square metres, excluding balconies;
- 22<sup>nd</sup> storey: 1,055 square metres, excluding balconies;
- 23<sup>rd</sup> storey: 1,000 square metres, excluding balconies; and
- 24<sup>th</sup> storey: 820 square metres, excluding balconies.

The above noted maximum tower floor plate sizes are permitted for a 25-storey mixed use building, subject to the provision of the following public/social benefits:

- the building shall be rental tenure;
- a minimum of 50% of all dwelling units within the building shall have a barrier-free design, as defined by Provincial standards;

- a minimum of 34% of all dwelling units within the building shall be comprised of family-sized units, more specifically, two plus one bedroom, three bedroom, and four bedroom units; and
- a minimum of 20% of all dwelling units within the building shall be affordable, as defined by Provincial policy.

## 7.0 IMPLEMENTATION AND ADMINISTRATION

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### 7.1 IMPLEMENTATION TOOLS

#### 7.1.1 Site Plan Control

- a) The entire Town is designated as site plan control area under the provisions of the Planning Act. All proposed *development* may be subject to site plan control, at the discretion of the Town. All types of proposed *development* may be subject to site plan control in accordance with an approved site plan control by-law passed by Council.
- b) No person shall undertake any *development* or *redevelopment* in an area designated under site plan control unless *development* or *redevelopment* implements the applicable:
  - i) criteria contained in the Town's Site Plan Review Manual; and,
  - ii) policies of the Official Plan.
- c) The following classes of *development* shall be exempt from site plan control:
  - i) buildings or structures used for agricultural or farming operations; and,
  - ii) single detached dwellings, semi-detached dwellings and duplex dwellings, except for such dwellings located within the Pickering Beach residential area.

#### 7.1.2 Height and Density Bonuses

- a. A height and/or density bonus from the maximums of this Official Plan may be considered by the Town within all the land use designations, under the provisions of the Planning Act, provided that the proposed *development* includes a significant public benefit.
- b) For the purposes of the Official Plan, a significant public benefit may include:
  - i) the provision of *special needs* housing;
  - ii) the provision of affordable ownership housing;
  - iii) the provision of new affordable rental housing;
  - iv) preservation of existing rental housing;
  - v) dedication of land into the Environmental Protection designation;
  - vi) financial contribution to municipal *infrastructure*;
  - vii) the provision of day care centres;
  - viii) the provision of a library or other *community facilities*;
  - ix) the provision of *renewable energy systems*, a green roof, or water conservation technologies and techniques in any one *development* or *redevelopment*;
  - x) the provision of community food gardens;
  - xi) the provision of public art;
  - xii) the preservation and rehabilitation of *cultural heritage resources* that are designated and/or listed on the Town's Inventory of Designated Heritage Properties; or,
  - xiii) any other public benefit deemed suitable by Council.

- c) The extent of the permitted height and/or density bonuses shall be established based on the proposed *development's* compatibility with existing adjacent *development* and on the extent to which the *development* advances the stated goals and objectives of the Town.

### 7.1.3 Land Securement

- a) The Town may secure lands using one, or any combination of the following techniques:
- through gratuitous dedication;
  - as a condition of *development* approval under the provisions of the Planning Act;
  - in exchange for the transfer of *development* density to another appropriate location;
  - in exchange for a height and/or density bonus under the provisions of the Planning Act;
  - in exchange for developable parcels of land owned by the Town in another location;
  - in exchange for the use of Alternative Development Standards;
  - as an approved expenditure in the Town's annual budget;
  - through donations, gifts or bequests from individuals and/or corporations;
  - through funds allocated by any public authority having jurisdiction;
  - as part of the parkland dedication or funded through the cash-in-lieu of parkland provisions of the Planning Act; and/or,
  - any other land securement mechanism available to the Town.
- b) In recognition of the direct relationship between the density of *development* and the need for parkland, the Town may utilize for medium and high density residential *development*, a standard of one hectare of parkland per 300 dwelling units to determine a parkland dedication.

### 7.1.4 Non-Conforming Land Uses

- a) As a general rule, existing uses that do not conform with the policies of this Official Plan should gradually be phased out so that the affected land use may change to a use which is in conformity with the goals of the Official Plan and the intent of the implementing Zoning By-law.
- b) In some instances, it may be necessary and practical to allow the replacement, extension or enlargement of non-conforming uses through a rezoning. In doing so, the Town shall have regard to:
- the feasibility of acquiring the property for holding, sale, lease or *development* by the Town for a more appropriate permitted use;
  - the possibility or relocating the non-conforming use to another site;
  - the size of the extension in relation to the existing operation;
  - whether the proposed extension is compatible with the character of the surrounding area;

- the characteristics of the existing use in relation to noise, vibration, fumes, dust, smoke, odours, lighting and traffic generation and the degree to which any of these factors may be increased or decreased by the extension; and,
- the possibilities of reducing these nuisances through buffering, building setbacks, landscaping, Site Plan Control and other means to improve the existing situation, as well as minimize the problems from extension.

### 7.1.5 Property Standards

The Town may enact by-laws pursuant to the Building Code Act, setting minimum standards for maintenance and occupancy for all buildings and structures. These by-laws should have regard for any or all of the following matters or related items and set appropriate standards or conditions.

- the physical conditions of yards and passageways including the accumulation of debris and rubbish;
- the adequacy of sanitation including drainage, waste disposal and garbage;
- the physical condition of accessory buildings; and,
- the physical conditions of dwellings or dwelling units, commercial and industrial properties.

### 7.1.6 Community Improvement Plans

- a) The Town may become actively involved in Community Improvement Plans and projects. Throughout the development of Community Improvement Plans, the Town will involve the residents of the affected area in the identification of service level deficiencies and the evaluation of priorities.
- b) The Town may apply for provincial funding to assist in implementing a Community Improvement Plan and undertaking the work.
- c) In order to implement Community Improvement Plans within the Town, at least one of the following criteria must be met:
  - *infrastructure* including sidewalks, curbs, gutters, sewers, watermains, roads, street lighting are deficient or have deteriorated and are below the municipal standard;
  - community and recreational facilities such as parks, community centres, libraries, arenas, gymnasiums, ball diamonds and similar type facilities are deficient or have deteriorated;
  - incompatible land uses that result in conflicts, such as unacceptable noise levels or encroachment of industrial traffic in residential areas;
  - the buildings and structures are in need of rehabilitation;
  - there are parking or loading space deficiencies; and/or,
  - there is a high vacancy rate in commercial or industrial buildings.

### 7.1.7 Review of Draft Plans of Subdivision/Condominium

- a) In the event that draft plan approval for plans of subdivision/condominium is delegated to the Town, the Town will consider an appropriate lapsing period for draft approvals in accordance with the Planning Act. Alternatively, the Town may request the approval authority to impose a lapsing period.

- b) In the event a lapsing period is applied to draft approvals, and if an extension is requested, the Town may revisit the draft plan and the conditions of draft plan approval under the current planning environment and policies.
- c) In considering a Draft Plan of Subdivision, the Town may request a concurrent review of the proposed Plan of Subdivision and site plan control matters to ensure that site plan matters are conceptually addressed early in the process. A concurrent review is only applicable for *development* that is subject to Site Plan Control.

#### **7.1.8 Land Division**

- a) Limited *development* through land division by consent may be permitted where anticipated by the Official Plan provided that the Town is satisfied that a plan of subdivision is not necessary for the proper and orderly *development* of the lands.
- b) Land division by plan of subdivision shall generally be deemed necessary in the following cases:
  - i) where the number of new lots proposed is greater than three;
  - ii) where there is a need for the extension of a public road or a new road allowance;
  - iii) where the extension of *infrastructure* is required; or,
  - iv) where special agreements or conditions are required by the Town.

#### **7.1.9 Zoning By-laws**

- a) The Official Plan shall be implemented by an appropriate Zoning By-law(s) to zone the lands in accordance with the provisions of this Official Plan. Implementing Zoning By-laws may not necessarily permit all the land uses permitted by the Official Plan.
- b) The Town will amend its Comprehensive Zoning By-law no later than 3 years after an Official Plan, or any portion thereof, comes into full force and effect. This is to ensure that the Zoning By-law(s) implement the principles, policies, and land use designations contained in this Official Plan. Such Zoning By-law(s) shall make provision for adequate *development* standards and establish specific zones and permitted uses that reflect the policies and designations of the Official Plan. Within each land use designation, separate zones may be established to ensure that compatible uses will be appropriately grouped.

#### **7.1.10 Development Permits**

Upon authorization of a system permitting the use of Development Permits, the Town may, in accordance with that authority, implement the Official Plan in part or whole by the use of a Development Permit regime independent or supplemental to its powers of implementation as described in the Official Plan.

#### **7.1.11 Temporary Use By-laws**

- a) The Town may pass temporary use by-laws permitting temporary housing, temporary accommodation facilities, tourist uses and facilities, parking lots and events. Such a use need not conform to the Official Plan designation.
- b) These temporary uses may be authorized for a specific time period for up to three years and should be considered where it is inappropriate to permit the proposed use on a permanent or continuing basis and where alternatives such as relocation are not practical. Subsequent by-laws granting extensions of up to three years may be passed.

- c) Prior to the approval of a temporary use by-law, the Town shall be satisfied that the following principles and criteria are met:
- the proposed use shall be of a temporary nature and shall not entail any major construction or investment on the part of the owner so that the owner will not experience undue hardship in reverting to the original use upon the termination of the temporary use;
  - the proposed use shall be compatible with *adjacent land* uses and the character of the surrounding neighbourhood;
  - the proposed use shall not require the extension or expansion of existing *infrastructure*;
  - the proposed use shall not create any traffic circulation problems within the area nor shall it adversely affect the volume and/or type of traffic serviced by the area's roads;
  - parking facilities required by the proposed use shall be provided entirely on-site; and,
  - the proposed use shall generally be beneficial to the neighbourhood or the community as a whole.

#### 7.1.12 Holding (H) By-laws

- a) The Town may pass Zoning By-laws which identify a use of land, but place limitations on the actual *development* of the land until a later date when identified conditions have been met. These conditions are set out in the provisions of the enabling Holding By-law;
- b) The objective of using a Holding Provision is to ensure that one or more of the following criteria are met:
- i) consideration is given to a site's location, physical features, environmental sensitivity, agricultural or aggregate potential, *adjacent land* uses, and relationship to roads, road intersections and watercourses;
  - ii) the adequacy of land assembly to accommodate the *development*;
  - iii) *development* does not proceed until services and *utilities* are available to service the *development*; and,
  - iv) agreements respecting the design and servicing of the proposed *development* are entered into.
- c) The Town, at any time, may designate any zone or part of a zone as a Holding Zone by placing a 'H' in conjunction with the zone symbol in order to meet one of the above-mentioned objectives. During the interim period, when the Holding Zone is in place, uses permitted on the affected lands are limited to existing uses and uses specified in the holding by-law.

#### 7.1.13 Financial Agreements

Prior to the approval of any initial phase of *development*, the Town, in consultation with the Region, shall be satisfied as to the availability of *infrastructure* to accommodate the *development*. This may require front-end agreements and limitations to be placed on the *development*.

#### 7.1.14 Capital Works

The extension or construction of capital or public works will be carried out in accordance with the policies of this Plan. The Town shall prepare annually and adopt a Development Staging Report to implement features of this Official Plan. This Report shall be cognizant of changing conditions of supply and demand for services and significant changes in economics and technology. The Town may levy against benefiting properties all or part of the cost of *infrastructure* and facilities in accordance with the laws of Ontario.

#### 7.1.15 Pre-Consultation and Complete Application Requirements

The Planning Act permits Council to require an applicant to pre-consult with the Town prior to submitting an application, and to require an applicant to provide, at the time of the application submission, any information determined as necessary to properly assess the application. The purpose of the following Pre-Consultation and Complete Application policies is to outline what is required for a particular application, and to ensure that applications are comprehensive and can be processed expeditiously:

- a) Prior to the submission of a complete application for an Official Plan Amendment, Zoning By-law Amendment, Draft Plan of Subdivision, Draft Plan of Condominium, Site Plan or Site Plan Amendment, the applicant shall pre-consult with the Town, in accordance with this Plan and the Town's Pre-Consultation By-law.
- b) Pre-consultation meetings shall be held with the Town, the applicant and any other government body, public authority and/or external agency as deemed appropriate by the Town. The Town may also require proponents to pre-consult with Provincial Ministries to address the impacts of Provincial legislation, such as the Endangered Species Act, and regulations on the proposed *development*.
- c) Any application for an Official Plan Amendment, Zoning By-law Amendment, Draft Plan of Subdivision, Draft Plan of Condominium, Site Plan or Site Plan Amendment shall:
  - comply with the statutory complete application submission requirements of the Planning Act;
  - include a fully completed application form with all submission requirements and supporting documentation; and,
  - include the prescribed application fee.
- d) Any application for an Official Plan Amendment, Zoning By-law Amendment, Draft Plan of Subdivision or Draft Plan of Condominium shall be deemed to be a complete application once all required studies, reports and information outlined in Sections c) above and i) below are prepared and provided by the applicant. Studies, reports and information outlined in Section i) below identified as necessary for the proper evaluation of a complete application will be determined by the Town, in consultation with the applicant and any other government body, public authority and/or external agency, as deemed necessary by the Town.
- e) In addition to the studies, reports and information identified during the pre-consultation process, the applicant shall be required to submit any other studies and reports relevant and necessary to the evaluation of the particular application as deemed appropriate by the Town in consultation with the applicant and any other government body, public authority and/or external agency, as deemed necessary by the Town during the application review process or peer review process.

- f) The scope, details and timing of required studies, reports and information is dependent on the nature of the proposal, its relationship to *adjacent land* uses and the type of planning approval. The scope and timing of required studies, reports and information shall be identified by the Town in consultation with the applicant and any other government body, public authority and/or external agency, as deemed necessary by the Town.
- g) Any required studies or reports listed in Section i) below and any additional studies shall be prepared in accordance with any standards or specifications applicable with the Town and the Region, and may, at the Town's discretion, require a peer review by a qualified consultant retained by the Town at the applicant's expense.
- h) Council or its designate(s) may refuse to accept or further consider an application until a complete application has been prepared.
- i) The following studies, reports and information may be required, as determined by the Town in consultation with the applicant and any other government body, public authority and/or external agency as deemed necessary by the Town, to be submitted as part of a complete application for an Official Plan Amendment, Zoning By-law Amendment, Draft Plan of Subdivision and Draft Plan of Condominium:
  - 1) Planning Rationale Report

Planning:

- 1) Planning Rationale Report

Transportation:

- 2) Traffic Impact Study and/or Transit Impact Study
- 3) Parking Utilization Study
- 4) Traffic Management Plan

Heritage/Cultural:

- 5) Heritage Impact Statement
- 6) Archaeological Assessment

Engineering:

- 7) Noise and Vibration Study
- 8) Grading, Drainage and Stormwater Management Plan
- 9) Hydrogeological Report and Servicing Options Report
- 10) Functional Servicing Report
- 11) Geotechnical Report
- 12) Slope Stability Report
- 13) Master Environmental Servicing Plan (MESP)
- 14) Flood Plain Management Report

Environmental:

- 15) Environmental Impact Study
- 16) Reliance Letter, and Phase 1 and 2 Environmental Site Assessment or Site Screening Questionnaire

- 17) Statement of Conformity with Minimum Distance Separation (MDS) Formulae and/or Agricultural Assessment
- 18) Air Quality Study
- 19) Contamination Management Plan

Urban Design:

- 20) Lighting/Photometric Plan
- 21) Tree Inventory and Preservation Plan
- 22) Urban Design Guidelines
- 23) Sun/Shadow Study
- 24) Master Block Plan
- 25) Cross-Section Drawings/Profile
- 26) View and Vista Renderings
- 27) Park Facility Fit Plan
- 28) Architectural Design Guidelines
- 29) Wind Study

Economic:

- 30) Rental Housing Conversion Study
- 31) Retail Impact Study
- 32) Market Impact Study
- 33) Financial Impact Study

- j) General descriptions of the purpose and content of the studies, reports and information listed in Section i) above are provided in Section 5.0.

## 7.2 ADMINISTRATION

### 7.2.1 Development Staging Strategy

- a) It is the intention of the Town to ensure that *development* occurs in a fiscally sound manner and that new *development* does not place an undue financial burden on existing ratepayers. As such, the Town shall prepare and adopt a Growth Management Strategy that will:
- document the integration of the Town's financial planning of growth-related capital costs with land use planning approvals and the timing of *development*;
  - identify the long-term strategy for servicing all lands within the existing Urban Area Boundary and identify the most efficient and cost effective sequence of *development*;
  - outline municipal intentions toward the scheduling and processing of plans of subdivision for all forms of *development*;
  - identify subdivisions that require owners to be responsible for paying for the installation of growth-related *infrastructure*, in accordance with the Development Charges Act; and,

- provide the necessary financial information for the Capital Budget process by estimating potential development charge revenues and development charge expenditures related to growth.
- b) Notwithstanding Section a) above, individual *development applications* that do not conform with the sequencing pattern identified in the Town's Development Staging Strategy may promote interim or alternative servicing strategies, subject to the approval of the Town, the Region and the Conservation Authority, subject to the following criteria:
- the interim or alternative strategy shall not compromise the overall intent of the Council-adopted Growth Management Strategy;
  - there shall be no negative financial impact on the Region or the Town attributable to the implementation of the interim or alternative servicing strategy; and,
  - the implementation of the interim or alternative servicing strategy shall not compromise the ability of other landowners to develop in conformity with the Council-adopted Growth Management Strategy.

### 7.2.2 Official Plan Amendments

- a) It is the intent of this Official Plan to serve as the basis for all land use decisions in the Town for the next 25 years - to the year 2031. *Development* controls will be implemented through the Comprehensive Zoning By-Law and other by-laws authorized by provincial legislation. As a result, the Official Plan identifies sufficient urban land to accommodate all residential, commercial and employment uses to the year 2031.
- b) Amendments to the Official Plan may be adopted by Council following a review of the following criteria:
- conformity of the proposed amendment with municipal goals and objectives;
  - contribution of the proposed amendment to the overall urban structure of the Town;
  - compatibility of the proposed amendment with *adjacent land* uses; and,
  - availability of adequate *infrastructure* to service the *development* resulting from the proposed amendment.
- c) The land use designations and their geographic distribution identified in this Official Plan have been established to achieve the identified planning principles, and the Town's goals and objectives. As such, the Town shall generally not support any *development application* that proposes a fundamental change in land use unless, in addition to the criteria of Section b) above:
- there is a demonstrated need for the proposed land use and there exists a shortfall in the inventory of lands appropriately designated for the proposed land use;
  - there exists an adequate inventory of appropriately designated lands to accommodate the existing permitted land use; and,
  - the site's physical and natural characteristics, *development* context and constraints and location justify consideration of the proposed land use.

In the case of lands within the Prestige and General Employment designation, this policy is to be read in conjunction with Section 3.3.2.b)

### 7.2.3 Official Plan Review

- a) The assumptions, objectives and policies of the Official Plan as adopted by Council shall be reviewed and revised, as required, no less frequently than every 5 years after the Official Plan comes into effect in accordance with the Planning Act. This is to ensure that the Official Plan has regard to matters of provincial interest, is consistent with provincial policy statements, and conforms or does not conflict with *provincial plans*. Before revising the Official Plan, Council shall consult with the approval authority and prescribed public bodies, and hold an open house and public meeting which shall be advertised in accordance with the Planning Act.
- b) The five-year review shall consist of an assessment of:
  - the continuing relevance of the purpose, principles, goals and objectives that form the basis of all policies found in the Official Plan;
  - the degree to which the objectives of the Official Plan have been met; and,
  - the effectiveness of the policies in the Official Plan in solving land use problems.
- c) Council may review portions of the Official Plan at any time.

### 7.2.4 Public Participation

- a) The Town shall encourage the active participation of citizens and citizen groups during the preparation of amendments to this Official Plan.
- b) In order to encourage public participation, *development* proponents will be requested to consult with neighbouring landowners prior to consideration of the application by the Town.
- c) The Town may eliminate notice to the public and a public meeting for a minor adjustment to the Official Plan or Zoning By-Law that does the following:
  - changes the numbers of sections or the order of sections in the Official Plan, but does not add or delete sections;
  - consolidates previously approved Official Plan Amendments in a new document without altering any approved policies, or maps;
  - corrects grammatical or typographical errors in the Official Plan which do not affect the intent or affect the policies or maps; and,
  - translates measurements to different units of measure or changes reference to legislation or changes to legislation where the legislation has changed.

In all other instances, notification to the residents of the Town of public meetings held by Council shall be given in accordance with the procedures of the Planning Act.

### 7.2.5 Interpretation

- a) The Official Plan is a statement of Council policy. It is intended as a guide to the *development* of the Town. Some flexibility in interpretation is permitted, provided the general intent of the goals and policies of the Official Plan are maintained.
- b) The boundaries between land uses designated on the Schedules to the Official Plan are approximate except where they meet with roads, railway lines, pipeline routes, transmission lines, the Lake Ontario shoreline or other clearly defined physical features and in these cases are not open to flexible interpretation. Where the general intent of the document is maintained, minor adjustments to boundaries will not require amendment to the Official Plan.

- c) Where lists or examples of permitted uses are provided, they are intended to indicate the possible range and type of uses that are to be considered. Specific uses not listed, but considered by the Town to be similar to the listed uses and to conform to the general intent of the applicable land use designation may be recognized as a permitted use and recognized in the implementing Zoning By-law.
- d) Minor variations from numerical requirements in the Official Plan may be permitted without an amendment provided that the general intent of the Official Plan is maintained.
- e) This Plan has been prepared in accordance with the relevant Provincial policies and/or plans. Specific terms appearing in *italics* in this Plan are defined in Section 7.3 and, where noted, are consistent with the definitions provided in the Provincial Policy Statement, the Greenbelt Plan, the Growth Plan for the Greater Golden Horseshoe, and the Regional Official Plan. For specific applicability to any respective Provincial Policy or Plan, regard should be given to that document. The boundaries of the Greenbelt Plan Area are shown on Schedules 'A-1' and 'B'.
- f) Symbols, such as the Greenbelt Boundary, the Greenbelt Natural Heritage System Boundary, roads, railway lines, oil pipelines, the hydro corridor, and the Lake Iroquois Shoreline, shown outside of the Town's municipal boundary on any Schedule to this Official Plan are provided for contextual purposes only and do not form part of this Official Plan.

### 7.3 DEFINITIONS

All terms listed in Section 7.3 (Definitions), where used in the context of the definition, have been *italicized* throughout the text of this Official Plan.

**'Adaptation'** means adjustment to actual or predicted climatic changes in a manner that reduces harm. *Adaptation* can be proactive (i.e.; take place before impacts are observed), spontaneous (i.e.; triggered by ecological changes), and planned (i.e.; deliberate decisions based on awareness that conditions have changed or are about to change and that action is required).

**'Adaptive capacity'** means the Town's ability to adjust to *climate change*, including climate variability and extremes, in order to reduce potential damages, and cope with predicted impacts.

**'Adjacent lands'** means:

- a) for the purposes of Policy 2.1 (Natural Heritage) of the Provincial Policy Statement, those lands contiguous to a specific natural heritage feature or area where it is likely that *development* or *site alteration* would have a *negative impact* on the feature or area. The extent of the *adjacent lands* may be recommended by the Province or based on municipal approaches which achieve the same objectives; and,
- b) for the purposes of Policy 2.6.3 (Cultural Heritage and Archaeology) of the Provincial Policy Statement, those lands contiguous to a *protected heritage property* or as otherwise defined in the municipal official plan.

**'Adverse effects'** means one or more of:

- a) Impairment of the quality of the natural environment for any use that can be made of it;
- b) Injury or damage to property or plant or animal life;
- c) Harm or material discomfort to any person;

- d) An *adverse effect* on the health of any person;
- e) Impairment of the safety of any person;
- f) Rendering of any property or plant or animal life unfit for human use;
- g) Loss of enjoyment of normal use of property; and,
- h) Interference with normal conduct of business.

**‘Agri-business’** means establishments that are small in scale, require locations in proximity to farm operations, and provide commercial or industrial services and/or products to the agricultural industry.

**‘Agricultural uses’** means the growing of crops, including nursery and horticultural crops; raising livestock; raising of other animals for food, fur or fibre, including poultry and *fish*; aquaculture; apiaries; agro-forestry; maple syrup production; and associated on-farm buildings and structures, including accommodation for full-time farm labour when the size and nature of the operations requires additional employment.

**‘Agricultural-related secondary uses’** means uses secondary to the principal use of the property, including but not limited to home occupations, home industries, and uses that produce value-added agricultural products from the farm operation on the property.

**‘Agricultural-related uses’** means those farm-related commercial and farm-related industrial uses that are small scale and directly related to the farm operation, and are required in close proximity to the farm operation.

**‘Archaeological resources’** includes artifacts and archaeological sites. The identification and evaluation of such resources are based upon archaeological fieldwork undertaken in accordance with the Ontario Heritage Act.

**‘Areas of archaeological potential’** means areas with the likelihood to contain *archaeological resources*. Criteria for determining archaeological potential are established by the Province, but a municipal approach which achieves the same objectives may also be used. Archaeological potential is confirmed through archaeological fieldwork undertaken in accordance with the Ontario Heritage Act.

**‘Area of natural and scientific interest (ANSI)’** means areas of land and water containing natural landscapes or features that have been identified as having life science or earth science values related to protection, scientific study, or education.

**‘Biodiversity’** means the variability among living organisms from all sources, including [among other things], terrestrial, marine and other aquatic ecosystems and the ecological complexes of which they are a part; this includes diversity within species, between species and of ecosystems.

**‘Brownfield site’** means an undeveloped or previously developed property that may be contaminated. They are usually, but not exclusively, former industrial or commercial properties that may be underutilized, derelict, or vacant.

**‘Built heritage resources’** means one or more significant buildings, structures, monuments, installations, or remains associated with architectural, cultural, social, political, economic, or military history, and identified as being important to a community. These resources may be identified through designation or heritage conservation easement under the Ontario Heritage Act, or listed by local, provincial or federal jurisdictions.

**‘Bus Rapid Transit (BRT)’** means an integrated bus based public transit service that provides faster service and more frequency than a typical conventional transit service either due to technology or *infrastructure* or both.

**‘Climate change’** refers to any change in climate over time whether due to natural variability or as a result of human activity.

**‘Coastal wetland’** means a *wetland* located on the shore of Lake Ontario, and any other *wetland* that is on a tributary to Lake Ontario and lies, whether wholly or in part, downstream of a line located 2 kilometres upstream of the 1:100 year floodline (plus *wave uprush*) for Lake Ontario.

**‘Connectivity’** means the degree to which all *natural heritage features and areas* and *hydrologic features* are connected to one another by links, such as plant and animal movement corridors, hydrologic and nutrient cycling, genetic transfer, and energy flow through food webs.

**‘Conserved’** means the identification, protection, use and/or management of cultural heritage and archeological resources in such a way that their heritage values, attributes, and integrity are retained. This may be addressed through a conservation plan or heritage impact assessment.

**‘Contaminant management plan’** means a nutrient management strategy or plan if and as required by the Nutrient Management Act, or a municipal nutrient management by-law, or a comparable management and contingency plan for the management of contaminants stored on or discharged from the subject lands and that are not nutrients as defined by the Nutrient Management Act.

**‘Community facilities’** refers to the land and physical structures associated with cultural arts facilities, emergency service facilities, libraries, hospitals, community centres, municipal buildings, and any other public use. For the purposes of this Official Plan, *Community Facilities* do not include *schools*.

**‘Compatible development’** means *development* that may not necessarily be the same or similar to the existing buildings in the vicinity, but nonetheless enhances an established community and co-exists with existing *development* without causing any undue adverse impact on surrounding properties.

**‘Creek’** means a *surface water feature* including headwaters, and permanent and intermittent tributaries within *watersheds* that drain to Lake Ontario.

**‘Cultural heritage landscape’** means a defined geographical area of heritage significance which has been modified by human activities and is valued by the community. A *Cultural Heritage Landscape* can include individual heritage features such as structures, places, archaeological sites, and natural elements, which together form a significant type of heritage form, distinctive from that of its constituent elements or parts.

**‘Cultural heritage resource’** means *archaeological resources*, *built heritage resources*, *cultural heritage landscapes*, Heritage Conservation Districts, and Areas of Special Cultural Heritage Value and Interest.

**‘Cumulative impact’** means the compounding effect of all direct and indirect incremental changes in a particular location or on a particular natural feature caused by past, present and reasonably foreseeable future actions, as a result of human activities or naturally occurring events such as weather.

**‘Development’** means the creation of a new lot, a change in land use, *redevelopment*, or the construction of buildings and structures, any of which require approval under the Planning Act and/or Conservation Act, or that are subject to the Environmental Assessment Act, but does not include:

- a) the construction of facilities for transportation, *infrastructure*, and public service facilities used by a public body;
- b) activities or works under the Drainage Act; or,
- c) the carrying out of agricultural practices on land in the Greenbelt that was being used for *agricultural uses* on the date the Greenbelt Plan came into effect.

**‘Dynamic beach hazard’** means areas of inherently unstable accumulations of shoreline sediments along Lake Ontario, as identified by Provincial standards, as amended from time to time. The *dynamic beach hazard* limit consists of the *flooding hazard* plus a dynamic beach allowance.

**‘Ecological and hydrological integrity’** means the condition of the ecosystems in which:

- a) the structure, composition and function of the ecosystems are unimpaired by stresses from human activity;
- b) natural and ecological processes are intact and self-sustaining; and,
- c) the ecosystems evolve naturally.

**‘Ecological features’** means naturally occurring land, water, and biotic features that contribute to ecological integrity.

**‘Ecological function’** means the natural processes, products, or services that living and non-living environments provide or perform within or between species, ecosystems and landscapes, including *hydrologic functions* and biological, physical, chemical and socio-economic interactions.

**‘Ecological value’** means the value of vegetation in maintaining the health of the *natural heritage features and areas* or *key hydrologic features* and the related *ecological features* and *ecological functions*, as measured by factors such as the diversity of species, the diversity of habitats, and the suitability and amount of habitats that are available for *endangered, threatened* and *special concern species*.

**‘Endangered, Threatened and Special Concern Species’** means a species that is listed or categorized as an endangered species, *threatened species* or *special concern species* on the Ministry of Natural Resources’ official Species At Risk list, as amended, and/or on the Federal Ministry of the Environment’s Species at Risk Registry, as amended.

**‘Erosion hazard’** means the loss of land, due to human or natural processes, that poses a threat to life and property. The *erosion hazard* limit is determined using considerations that include the 100 year erosion rate (the average annual rate of recession extended over a one hundred year time span), an allowance for slope stability, and an erosion/erosion access allowance.

**‘Existing natural cover’** means lands that presently contain naturally occurring or mature vegetation.

**‘Fish’** means *fish*, including fish, shellfish, crustaceans, and marine mammals, at all stages of their life cycles, as defined in the Fisheries Act, as amended.

**‘Fish habitat’** means *fish habitat* including spawning grounds and nursery, rearing, food supply, and migration areas on which *fish* depend directly or indirectly in order to carry out their life processes, as defined in the Fisheries Act, as amended.

**‘Flood plain’** for a *creek* means the area, usually low lands adjoining a *creek*, which has been or may be subject to *flooding hazards*.

**‘Flooding hazard’** means the inundation, under the conditions specified below, of areas adjacent to a shoreline or a *creek* and not ordinarily covered by water:

- a) along the shorelines of Lake Ontario, the *flooding hazard* limit is based on the 100 year flood level plus an allowance for *wave uprush* and *other water-related hazards*;
- b) along *creeks*, the *flooding hazard* limit is the greater of:
  - i) the flooding resulting from the rainfall actually experienced during a major storm such as the Hurricane Hazel storm (1954), transposed over a specific *watershed* and combined with the local conditions, where evidence suggests that the storm event could have potentially occurred over *watersheds* in the general area; or,
  - ii) the 100 year flood.

**‘Floodproofing standard’** means the combination of measures incorporated into the basic design and/or construction of buildings, structures, or properties to reduce or eliminate *flooding hazards*, *wave uprush* or *other water-related hazards* along the shoreline of Lake Ontario, and *flooding hazards* along *creeks*.

**‘Floodway’** for a *creek* means the portion of the *flood plain* where *development* and *site alteration* would cause a danger to public health and safety or property damage. Where the one zone concept is applied, the *floodway* is the entire contiguous *flood plain*. Where the two zone concept is applied, the *floodway* is the contiguous inner portion of the *flood plain*, representing that area required for the safe passage of flood flow and/or that area where flood depths and/or velocities are considered to be such that they pose a potential threat to life and/or property damage. Where the two zone concept applies, the outer portion of the *flood plain* is called the flood fringe.

**‘Floor space index’** means the ratio of the total gross floor area of a building or buildings to the gross area of the lot on which the building or buildings are located.

**‘Functional storey’** means a level of a building with substantial useable floor space.

**‘Green infrastructure’** means *infrastructure* alternatives that promote energy conservation, contribute to improved air and water quality and lower carbon emissions.

**‘Grey water’** refers to non-industrial wastewater from domestic sources, such as baths, showers, washbasins and laundries, which can be re-used only for purposes identified in the Ontario Building Code Act.

**‘Groundwater feature’** refers to water-related features in the earth’s subsurface, including recharge/discharge areas, water tables, aquifers, and unsaturated zones that can be defined by surface and subsurface hydrogeologic investigations.

**‘Hazardous land’** means property or lands that could be unsafe for *development* due to naturally occurring processes. Along a *creek*, this means the land, including that covered by water, to the furthest landward limit of the *flooding hazard* or *erosion hazard* limits. Along the Lake Ontario shoreline, this means the land, including that covered by water, between the international boundary, where applicable, and the furthest landward limit of the *flooding hazard*, *erosion hazard*, or *dynamic beach hazard* limits.

**‘Hazardous sites’** means property or lands that could be unsafe for *development* and *site alteration* due to naturally occurring hazards.

**‘Hazardous substances’** means substances which, individually, or in combination with other substances, are normally considered to pose a danger to public health, safety, and the environment. These substances generally include a wide array of materials that are toxic, ignitable, corrosive, reactive, radioactive, or pathological.

**‘Heritage attributes’** means the principal features, characteristics, context, and appearance that contribute to the cultural heritage significance of a *protected heritage property*.

**‘Hydrologic feature’** means permanent and *intermittent creeks, wetlands, coastal wetlands, lakes and their littoral zones, seepage areas and springs*, aquifers, and recharges areas, and *key hydrologic features*, which are important Provincially, Regionally and locally for their environmental and social values.

**‘Hydrologic function’** means the functions of the hydrologic cycle that include the occurrence, circulation, distribution and chemical and physical properties of water on the surface of the land, in the soil and underlying rocks, and in the atmosphere, and water’s interaction with the environment, including its relation to living things.

**‘Impervious surface’** means a surface that has not been designed to permit the infiltration of water, which may include surfaces such as a rooftop, sidewalk, paved roadway, driveway or parking lot.

**‘Improved conventional transit network’** means core bus routes along collector and arterial roadways that provide increased average speeds and offer a distinctive station and passenger amenities.

**‘Infill’** means *development* on vacant lots or underdeveloped lots in a developed area to create additional new residential units.

**‘Infrastructure’** means physical structures (facilities or corridors) that form the foundation for *development*. *Infrastructure* includes sewage and water systems, sewage treatment systems, stormwater management systems, *waste management systems*, electric power generation and transmission, including *renewable energy systems*, communications, telecommunications, transit and transportation corridors and facilities, oil and gas pipelines, bridges, sidewalks, trails and associated facilities.

**‘Intelligent Transportation System (ITS)’** means the use of advanced technology (i.e. sensors, computers, communications, and control devices) in transportation to improve travel time and energy efficiency.

**‘Intermittent creek’** means a tributary of a *creek* that contains water or is dry at times of the year that are more or less predictable, generally flowing during wet seasons of the year but not the entire year, and where the water table is above the *creek* bottom during parts of the year.

**‘Key hydrologic features’** means permanent and *intermittent creeks, wetlands, lakes and their littoral zones, seepage areas and springs*, aquifers, and recharge areas in the Greenbelt.

**‘Key natural heritage features’** means *significant habitat of endangered, threatened and, special concern species, fish habitat, wetlands, life science Areas of Natural and Scientific Interest (ANSI), significant valleylands, significant woodlands, sand barrens, savannahs, tallgrass prairies, and significant wildlife habitat* in the Greenbelt.

**‘Landfill site’** means any land for building or structure in which waste has been deposited or processed and any machinery or equipment or operation required for the treatment or disposal of waste, excluding waste transfer, recycling, and composting facilities. For the purpose of this Official Plan, waste includes ashes, garbage, refuse, domestic waste, industrial waste, or municipal refuse, and such other wastes as designated under the Environmental Protection Act.

**‘Landform features’** means distinctive physical attributes of land, such as slope, shape, elevation, and relief.

**‘Light Rail Transit (LRT)’** means a rail based public transit service that provides faster service and more frequency than a typical conventional transit service either due to technology or *infrastructure* or both.

**‘Low impact development’** means stormwater management techniques that seek to mitigate the impacts of increased stormwater runoff and pollution by managing runoff as close to its source as possible. *Low impact development* is comprised of a set of design strategies and stormwater management practices that minimize stormwater runoff and mimic natural or predevelopment hydrology through processes of infiltration, evapotranspiration, rain harvesting, filtration and detention of stormwater.

**‘Major recreational uses’** means recreational uses that require large-scale modification of the terrain, vegetation or both, and usually also require large-scale buildings or structures, including but not limited to serviced playing fields.

**‘Minimum Distance Separation (MDS) formulae’** means formulae developed by the Province to separate uses so as to reduce incompatibility concerns about odours from livestock facilities.

**‘Mitigation’** means a human intervention to reduce the anthropogenic forcing of the climate system, including strategies to reduce greenhouse gas sources and emissions.

**‘Municipal Comprehensive Review’** means an Official Plan Review, or an Official Plan Amendment, initiated and adopted by a local or regional municipality that comprehensively applies all of the applicable policies of the provincial, regional and local government jurisdictions, and which, at a minimum:

- is based on a review of population and growth projections and allocations by the regional municipality and *provincial plans*, considers alternative directions for growth, and determines how best to accommodate this growth while protecting provincial, regional and local interests;
- utilizes opportunities to accommodate growth through intensification and *redevelopment*;
- confirms that the lands to be developed do not comprise specialty crop areas;
- is integrated with planning for *infrastructure* and public service facilities; and,
- considers cross-jurisdictional issues.

**‘Natural heritage features and areas’** means features and areas, including *wetlands, coastal wetlands, fish habitat, woodlands, valleylands, significant habitat of endangered species, threatened species and special concern species, wildlife habitat, areas of natural and scientific interest (ANSI)*, and *key natural heritage features*, which are important provincially, regionally and locally for their environmental and social values as a legacy of the natural landscapes of an area.

**‘Natural heritage system’** means a system made up of *natural heritage features and areas*, *hydrologic features* and *hydrologic functions*, *potential natural cover*, *hazardous lands*, and *landform features*, linked by natural corridors which are necessary to maintain biological and geological diversity, natural functions, viable populations of native species and ecosystems. These systems can include lands that have been restored and areas with the potential to be restored to a natural state.

**‘Natural self-sustaining vegetation’** means vegetation dominated by native plant species that can grow and persist without direct human management, protection, or tending.

**‘Negative impacts’** means

- a) In regard to water, degradation to the *quality and quantity of water*, *sensitive surface water features* and *sensitive groundwater features*, and their related *hydrologic functions*, due to single, multiple or successive *development* or *site alteration* activities;
- b) In regard to *fish habitat*, the harmful alteration, disruption or destruction of *fish habitat*, except where, in conjunction with the appropriate authorities, it has been authorized under the Fisheries Act, using the guiding principle of no net loss of productive capacity; and,
- c) In regard to other *natural heritage features and areas*, degradation that threatens the health and integrity of the natural features or *ecological functions* for which an area is identified due to single, multiple, or successive *development* or *site alteration* activities.

**‘Net residential density’** means, for all forms of housing, the measure of the number of dwelling units per net land area. ‘Net land area’ shall be the measure of the area of the lot or site to be developed, including internal private roads and driveways, landscaping, surface parking and private on-site recreational features/areas. Net land area shall exclude any land takings for public purposes, such as public roads/public road widenings, *schools*, parks or lands dedicated to a public agency for the purpose of environmental protection.

**‘New motor vehicle sales establishment’** means a premises where new motor vehicles are kept for display, lease or sale, and may include, as ancillary uses, an associated motor vehicle service centre and/or the sale of used motor vehicles.

**‘Normal farm practices’** means a practice, as defined in the Farming and Food Production Protection Act, that is conducted in a manner consistent with proper and acceptable customs and standards as established and followed by similar agricultural operations under similar circumstances, or makes use of innovative technology in a manner consistent with proper advanced farm management practices. *Normal farm practices* shall be consistent with the Nutrient Management Act and the regulations made under that Act.

**‘One hundred (100) year flood’** for *creeks* means that flood, based on an analysis of precipitation, snow melt, or a combination thereof, having a return period of 100 years on average, or having a 1% chance of occurring or being exceeded in any given year.

**‘One hundred (100) year flood level’** for the Lake Ontario shoreline means the peak instantaneous stillwater level, resulting from combinations of mean monthly lake levels and wind setups, which has a 1% chance of being equaled or exceeded in any given year.

**‘Other water-related hazards’** means water-associated phenomena other than *flooding hazards* and *wave uprush* which act on shorelines. This includes, but is not limited to ship-generated waves, ice piling, and ice jamming.

**‘Partial services’** means

- a) municipal sewage services and individual on-site water services; or,
- b) municipal water services and individual on-site sewage services.

**‘Permanent creek’** means a *creek* that continually flows in an average year.

**‘Petroleum resources’** means oil, gas, and brine resources which have been identified through exploration and verified by preliminary drilling or other forms of investigation. This may include sites of former operations where resources are still present or former sites that may be converted to underground storage for natural gas or other hydrocarbons.

**‘Petroleum resource operations’** means oil, gas and brine wells, and associated facilities, oil field brine disposal wells and associated facilities, and facilities for the underground storage of natural gas and other hydrocarbons.

**‘Planned corridors’** mean corridors identified through *Provincial Plans* or preferred alignments determined through the Environmental Assessment Act process which are required to meet projected needs.

**‘Potential natural cover’** means lands which have the potential to provide for the restoration of *natural self-sustaining vegetation* over the long term in order to protect and restore native *biodiversity*.

**‘Protected heritage property’** means real property designated under Parts IV, V or VI of the Ontario Heritage Act, heritage conservation easement property under Parts II or IV of the Ontario Heritage Act, and property that is the subject of a covenant or agreement between the owner of a property and a conservation body or level of government, registered on title and executed with the primary purpose of preserving, *conserving* and maintaining a cultural heritage feature or resource, or preventing its destruction, demolition, or loss.

**‘Provincial and Federal requirements’** means:

- a) In regard to Policy 1.8.3 regarding alternative energy systems and *renewable energy systems* of the Provincial Policy Statement, legislation and policies administered by the Federal and Provincial governments for the purpose of protecting the environment from potential impacts associated with energy facilities and ensuring that the necessary approvals are obtained; and,
- b) In regard to Policy 2.1.5 of the Provincial Policy Statement, legislation and policies administered by the Federal and Provincial governments for the purpose of the protection of *fish* and *fish habitat*, and related, scientifically established standards such as water quality criteria for protecting lake trout populations.

**‘Provincial Plan’** means a plan approved by the Lieutenant Governor in Council or the Minister of Municipal Affairs and Housing, but does not include municipal official plans.

**‘Public realm’** means publicly accessible external space between private buildings including such areas as parking lots, streets, sidewalks, squares, lanes, parks, and the municipal boulevard.

**‘Quality and quantity of water’** is measured by indicators such as but not limited to minimum base flow, depth to water table, aquifer pressure, oxygen levels, suspended solids, temperature, bacteria, nutrients, hazardous contaminants and substances, and hydrologic regime.

**‘Rapid transit route’** means *Bus Rapid Transit (BRT)* or *Light Rail Transit (LRT)* in an exclusive or semi-exclusive right-of-way.

**‘Recreation’** means leisure time activity undertaken in built or natural settings for arts and cultural pursuits, purposes of physical activity, health benefits, sport participation and skill development, personal enjoyment, positive social interaction, and the achievement of human potential.

**‘Redevelopment’** means the creation of new units, uses or lots on previously developed land, including *brownfield sites*.

**‘Renewable energy systems’** means the production of electrical power from an energy source that is renewed by natural processes including, but not limited to, wind, water, a biomass resource or product, or solar and geothermal energy.

**‘Residential intensification’** means the creation of new residential units or accommodation in existing buildings or on previously developed, serviced land generally including the creation of rooming, boarding and lodging houses, the creation of accessory apartments, the conversion of non-residential structures to residential use in designations where residential *development* is permitted, *infill* and *redevelopment*.

**‘Resilience’** means the ability of a social or ecological system to absorb disturbances while retaining the same basic structure and ways of functioning, the capacity for self-organization, and the capacity to adapt to stress and change.

**‘School’** refers to the land and structures associated with a public, private or separate elementary, intermediate or secondary level *school* that is recognized by the Ministry of Education. For the purposes of this Plan, *schools* do not include ‘Trade and Business Schools’ or ‘Commercial Schools’.

**‘Secondary agricultural uses’** means uses secondary to the principal use of the property, including but not limited to, home occupations, home industries, and uses that produce value-added agricultural products from the farm operation on the property.

**‘Seepage areas and springs’** mean sites of emergence of groundwater where the water table is present at the ground surface.

**‘Sensitive’**, in relation to *surface water features* and *groundwater features*, means areas that are particularly susceptible to impacts from activities or events including, but not limited to, water withdrawals, and additions of pollutants.

**‘Sensitive land uses’** means buildings, amenity areas, or outdoor spaces where routine or normal activities occurring at reasonably expected times would experience one or more *adverse effects* from contaminant discharges generated by a nearby major facility. *Sensitive land uses* may be a part of the natural or built environment. Examples may include, but are not limited to, residences, day care centres, and educational and health facilities.

**‘Significant cultural heritage and archaeological resources’** means resources that are valued for the important contributions they make to our understanding of the history of a place, an event, or a people. Criteria for determining *significant cultural heritage and archaeological resources* are recommended by the Province, but an approach developed by the Town that achieves or exceeds the same objective may also be used. While some significant resources may already be identified and inventoried, the significance of others can only be determined after evaluation.

**‘Significant habitat of Endangered species, Threatened species and Special Concern species’** means the habitat, as approved by the Ministry of Natural Resources, that is necessary for the maintenance, survival, and/or the recovery of naturally occurring or reintroduced populations of Endangered species, *Threatened species* or *Special Concern species* and where those areas of occurrence are occupied or habitually occupied by the species during all or any part(s) of its life cycle. While some significant resources may already be identified and inventoried, the significance of others can only be determined after evaluation.

**‘Significant other features and areas’** means those other features and areas referred to in Policy 2.1 (Natural Heritage) of the Provincial Policy Statement and Section 3.2.4 of the Greenbelt Plan that are ecologically important in terms of features, functions, representation, or amount, and contribute to the quality and diversity of an identifiable geographic area or *natural heritage system*. While some significant resources may already be identified and inventoried, the significance of others can only be determined after evaluation.

**‘Significant valleylands’** means a natural area that occurs in a valley or other landform depression that has water flowing through or standing for some period of the year, which is ecologically important in terms of features, functions, representation or amount, and contributes to the quality and diversity of the Greenlands System. While some significant resources may already be identified and inventoried, the significance of others can only be determined after evaluation.

**‘Significant wetlands, coastal wetlands and Areas of Natural and Scientific Interest (ANSI)’** means an area identified as Provincially significant by the Ministry of Natural Resources using evaluation procedures established by the Province. While some significant resources may already be identified and inventoried, the significance of others can only be determined after evaluation or re-evaluation from time to time.

**‘Significant woodlands’** means an area which is ecologically important in terms of features, such as species composition, age of trees and stand history; functionally important due to its contribution to the broader landscape because of its location, size, or due to the amount of forest cover in the planning area; or economically important due to site quality, species composition, or past management history. Criteria for determining *significant woodlands* are recommended by the Ministry of Natural Resources, but an approach developed by the Town that achieves or exceeds the same objective may also be used. While some significant resources may already be identified and inventoried, the significance of others can only be determined after evaluation. Any such evaluation will examine wildlife usage and enhance *connectivity* to the broader ecosystem.

**‘Site alteration’** generally means activities, such as grading, excavation, and the placement of fill, that would change the landform and natural vegetative characteristics of a site. For areas within the Greenbelt, *site alteration* does not include:

- a) construction of facilities for transportation, *infrastructure*, and *utilities* used by a public body;
- b) activities or works under the Drainage Act; and,
- c) carrying out of agricultural practices on land that continues to be used for *agricultural uses*.

**‘Special concern species’** means a species that is listed or categorized as a *special concern species* on the Ministry of Natural Resources’ official Species At Risk list, as updated from time to time.

**‘Special needs’** means any housing, including dedicated facilities, in whole or in part, that is used by people who have specific needs beyond economic needs, including but not limited to, needs such as mobility requirements or support functions required for daily living. Examples may include, but are not limited to, housing for persons with disabilities, such as physical, sensory, or mental health disabilities, and housing for the elderly.

**‘Special Policy Area’** means an area within the Town that has historically existed in the *flood plain* and where site-specific policies, approved by both the Ministers of Natural Resources and Municipal Affairs and Housing, are intended to provide continued viability of existing uses (which are generally on a small scale). *Special Policy Areas* address the significant social and economic hardships that would result within a community from strict adherence to Provincial policies concerning *development*. Criteria and procedures for approval are established by the Province. A *Special Policy Area* is not intended to allow for new or intensified *development* and *site alteration* if a community has feasible opportunities for *development* outside the *flood plain*.

**‘Stable top of bank’** means the edge of the channel or bank, if there is a sharp change from the steep slope of the channel or bank to the shallower slope of the field area, or the normal full extent of the *creek* when it contains the maximum volume of water without flooding if a distinguishable change in slope does not exist.

**‘Surface water feature’** refers to water-related features on the earth’s surface, including *creeks*, their headwaters and permanent and intermittent tributaries, ponds excluding stormwater management ponds, seepage areas, recharge/discharge areas, springs, *wetlands*, and associated riparian lands that can be defined by their soil moisture, soil type, vegetation, or topographic characteristics.

**‘Threatened species’** means a species that is listed or categorized as a *threatened species* on the Ministry of Natural Resources’ official ‘Species At Risk’ list, as updated from time to time.

**‘Total developable area’** means the total area of the property less the area occupied by *key natural heritage features*, *key hydrologic features*, and any related *vegetation protection zones*.

**‘Transportation Demand Management (TDM)’** means the application of policies and strategies that serve to reduce the travel demand on roadways with respect to single occupant vehicles.

**‘Urban agriculture’** means the growing of produce (i.e., fruits and vegetables) and flowers in community gardens, and allotment gardens, and smaller scale gardening on public and private land, yards, and structures, such as rooftops, but shall exclude the raising of any animals, livestock or poultry, including chickens.

**‘Urban heat island effect’** means increased surface temperatures during summer months in urbanized areas resulting from paved surfaces, such as asphalt, and dark building rooftops which absorb and release more heat from the sun during the day and night-time than the natural landscape, thereby increasing the ambient temperature and prolonging periods of higher air temperature.

**‘Utilities’** means public services such as electricity, gas, steam, hot and cold water, television or communications/telecommunications that are provided by a regulated company or government agency.

**‘Valleylands’** means a natural area that occurs in a valley or other landform depression that has water flowing through or standing for some period of the year.

**‘Vegetation protection zone’** means a vegetated buffer area surrounding a *natural heritage feature and areas, hydrologic feature or hazardous lands* within which only those land uses permitted within the feature or *hazardous land* itself are permitted. A *vegetation protection zone* is intended to be restored with native, self-sustaining vegetation and be of sufficient width to protect the feature and its functions from effects of the proposed change and associated activities before, during, and after, construction, and where possible, restore and enhance the feature and/or its function. In the case of *hazardous lands*, the *vegetation protection zone* is intended to protect people and property from naturally occurring hazards over the long-term.

**‘Vulnerability’** means the degree to which a system is susceptible to, and unable to cope with, *adverse effects of climate change*, including climate variability and extremes. *Vulnerability* is a function of the character, magnitude, and rate of *climate change* and variation to which a system is exposed, its sensitivity, and its *adaptive capacity*.

**‘Waste management system’** means sites and facilities to accommodate solid waste from one or more municipalities, and includes *landfill sites*, recycling facilities, transfer stations, processing sites, and hazardous waste depots.

**‘Watershed’** means an area that is drained by a *creek* and its tributaries.

**‘Watershed plan’** means a plan, prepared by the Town and/or a Conservation Authority in conjunction with the Town, used for managing human activities and natural resources in an area defined by *watershed* boundaries. In developing *watershed plans* and *watershed* management approaches, cross-jurisdictional and cross-*watershed* impacts and connections shall be considered and evaluated. *Watershed* planning and management for the Greenbelt shall be integrated with such planning and management for *watersheds* beyond the Greenbelt. *Watershed plans* shall include, but not be limited to, the following components:

- a) a water budget evaluating water supply and water demand, and a conservation plan;
- b) land and water use and management strategies;
- c) a framework for implementation;
- d) an environmental monitoring plan;
- e) requirements for the use of environmental management practices and programs;
- f) criteria for evaluating the protection of water quality and quantity, and *key hydrologic features* and functions; and,
- g) targets on a *watershed* or sub-*watershed* basis for the protection and restoration of riparian areas, and the establishment of *natural self-sustaining vegetation* and *vegetation protection zones*.

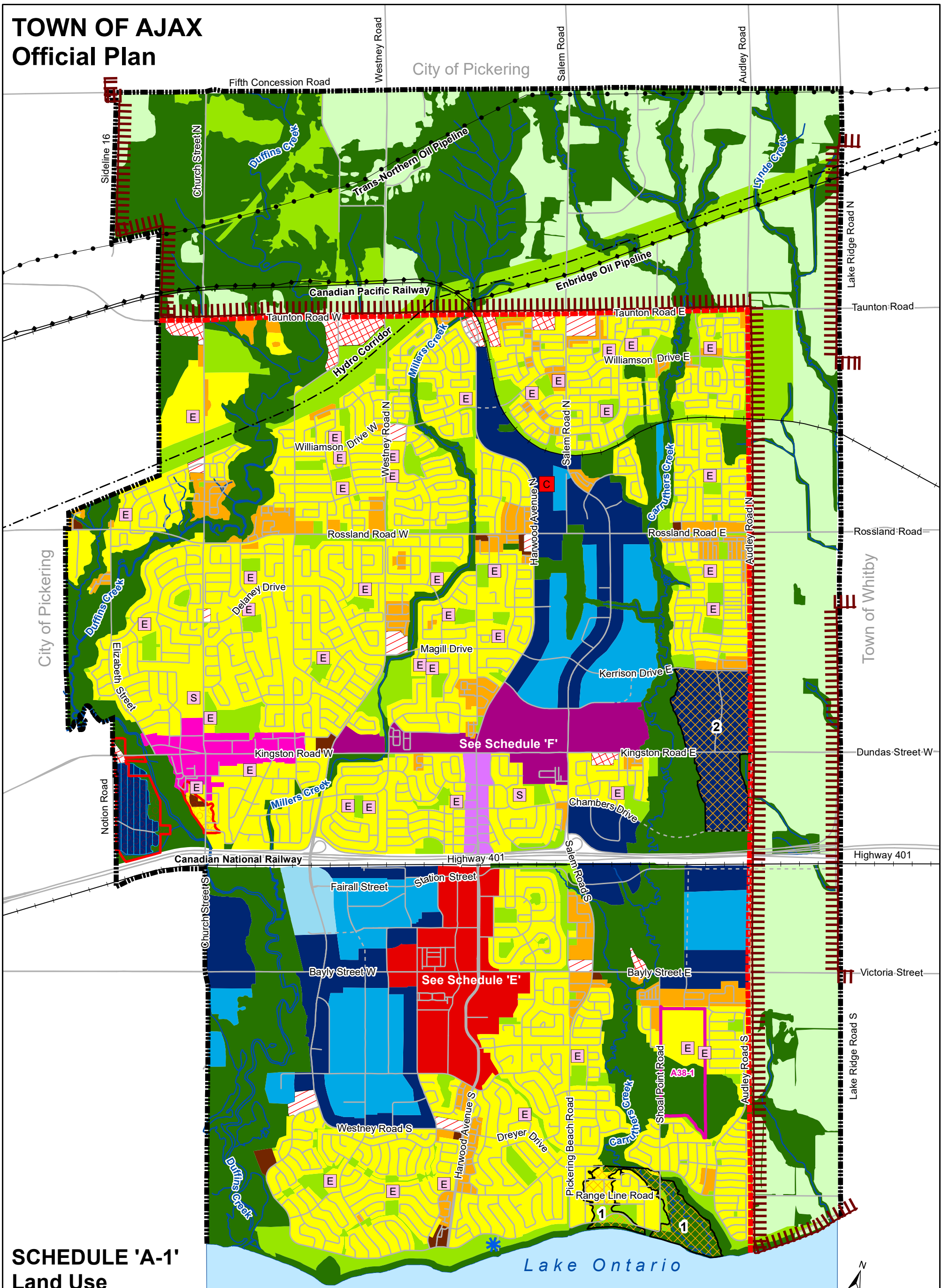
**‘Wave uprush’** means the rush of water up onto a shoreline or structure following the breaking of a wave, with the limit of *wave uprush* being the point of furthest landward rush of water onto the shoreline.

**‘Wetlands’** means marshes, bogs, fens, and swamps where lands are seasonally or permanently covered by shallow water, as well as lands where the water table is close to or at the surface. In either case, the presence of abundant water has caused the formation of hydric soils, and favoured dominance of either hydrophytic plants or water tolerant plants. For the purpose of this definition, periodically soaked or wet lands being used for agricultural purposes which no longer exhibit *wetland* characteristics are not considered to be *wetlands*.

**‘Wildlife habitat’** means areas throughout the Town where plants, animals, and other organisms live, and find adequate amounts of food, water, shelter, and space needed to sustain their populations. Specific *wildlife habitats* of concern may include areas where species concentrate at a vulnerable point in their annual or life cycle, and areas which are important to migratory or non-migratory species.

**‘Woodlands’** means treed areas that provide environmental and economic benefits to both the private landowner and the general public, such as erosion prevention, hydrological and nutrient cycling, provision of clean air and the long-term storage of carbon, provision of *wildlife habitat*, outdoor recreational opportunities, and the sustainable harvest of a wide range of woodland products. *Woodlands* include treed areas, woodlots or forested areas, other than a cultivated fruit orchard, and vary in their level of significance at the municipal, regional and provincial levels.

# TOWN OF AJAX Official Plan



## SCHEDULE 'A-1' Land Use

### Greenlands System

- Environmental Protection
- Open Space
- Rural Area
- Greenbelt Boundary

### Residential Areas

- Low Density Residential
- Medium Density Residential
- High Density Residential
- S Secondary School
- E Elementary School
- C Secondary School Multi-Use Campus

### Mixed Use Areas

- Downtown Regional Centre
- Midtown Corridor
- Uptown Regional Centre
- Village Centre
- Neighbourhood Centre
- Mixed Commercial Corridor

### Employment Areas

- General Employment
- Prestige Employment
- GO Transit Station Mixed Use Area
- Employment Policy Area 1

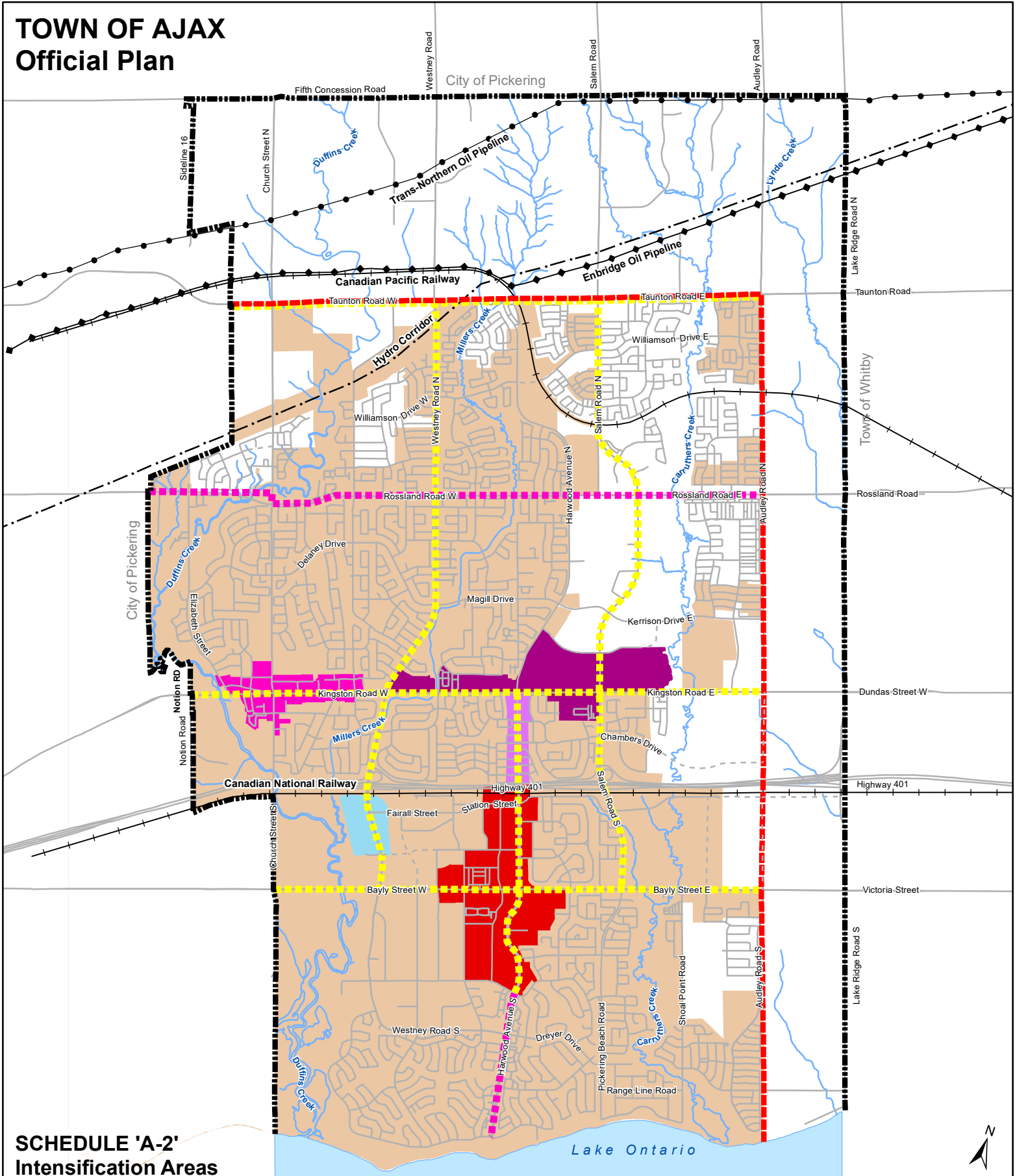
- Water Supply Plant
- Watercourses
- Town Boundary
- Urban Area Boundary
- Special Policy Area
- Special Study Area
- Appeal

500 250 0 500 Metres

Sources: Region of Durham, 2022; Town of Ajax, 2022.

Date of Consolidation: October 14, 2022

# TOWN OF AJAX Official Plan



## SCHEDULE 'A-2' Intensification Areas

- Downtown Regional Centre
- GO Transit Station Mixed Use Area
- Village Centre
- Midtown Corridor
- Uptown Regional Centre
- Local Corridor
- Regional Corridor
- Urban Area Boundary
- Town Boundary
- Built Boundary

Sources: Region of Durham, 2022; Town of Ajax, 2022.

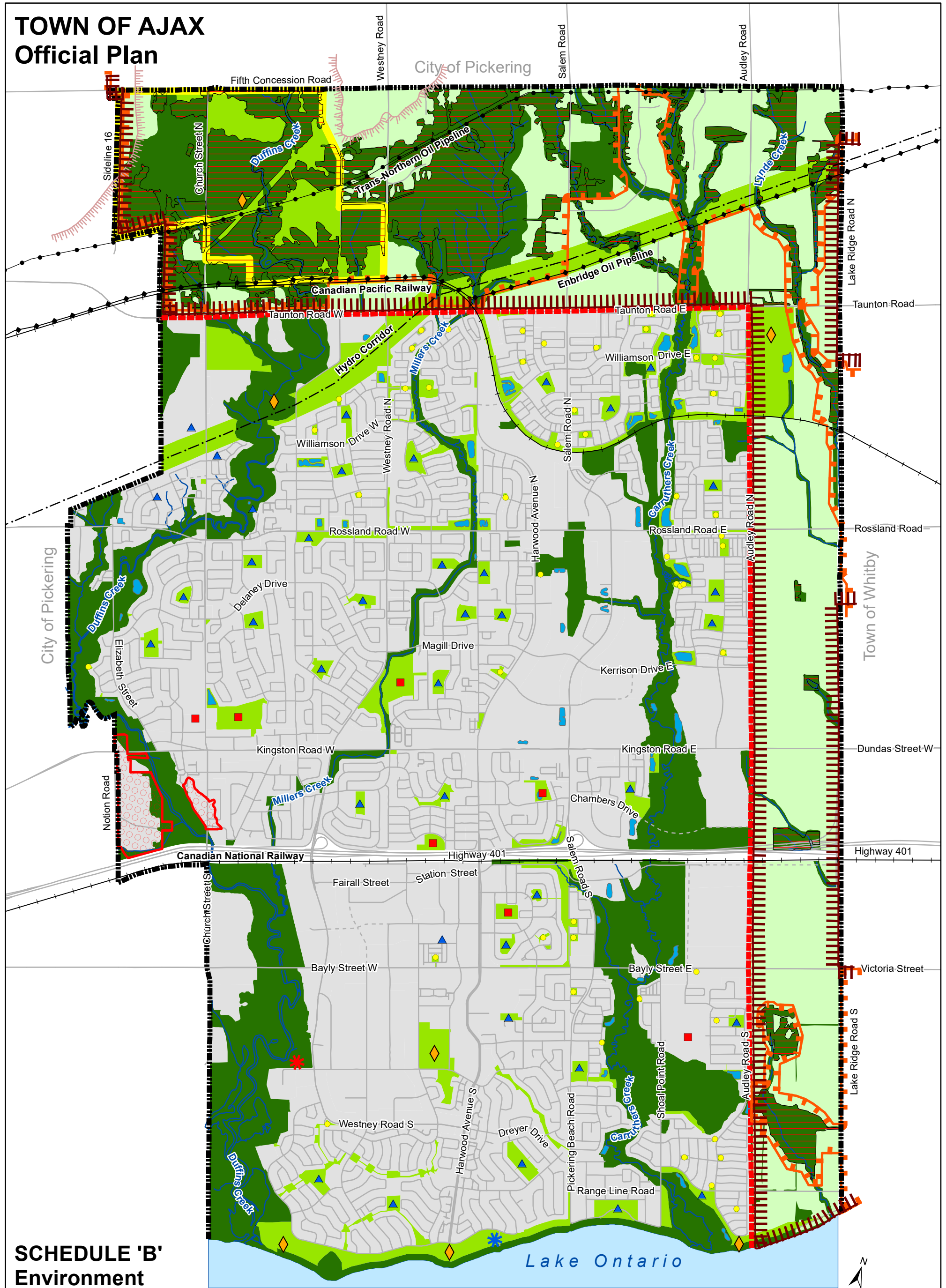
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Date of Consolidation: October 14, 2022



# TOWN OF AJAX Official Plan



## SCHEDULE 'B' Environment

### Greenlands System

- Environmental Protection
- Open Space
- Rural Area
- Lake Iroquois Shoreline
- Greenbelt Boundary
- Greenbelt Natural Heritage System Boundary

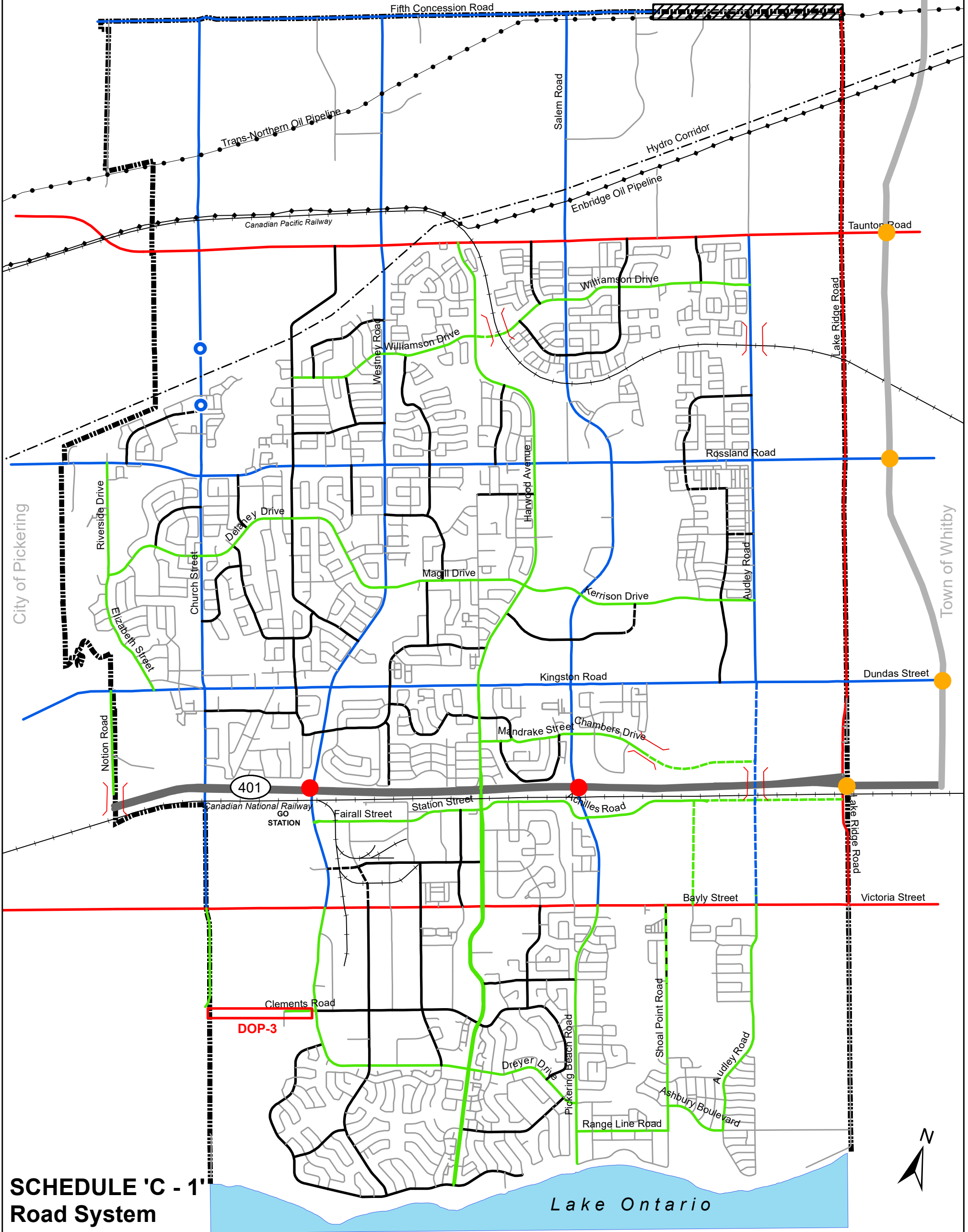
- Greenbelt Key Natural Heritage Features
- Greenwood Conservation Area
- Town-Wide Park
- Community Park
- Neighbourhood Park
- Parkette

### Built Environment

- Built Environment (See Section 2.5)
- Municipal Storm Water Management Pond
- Special Policy Area
- Former Landfill Site
- Water Supply Plant
- Watercourses
- Town Boundary
- Urban Area Boundary

# TOWN OF AJAX Official Plan

City of Pickering



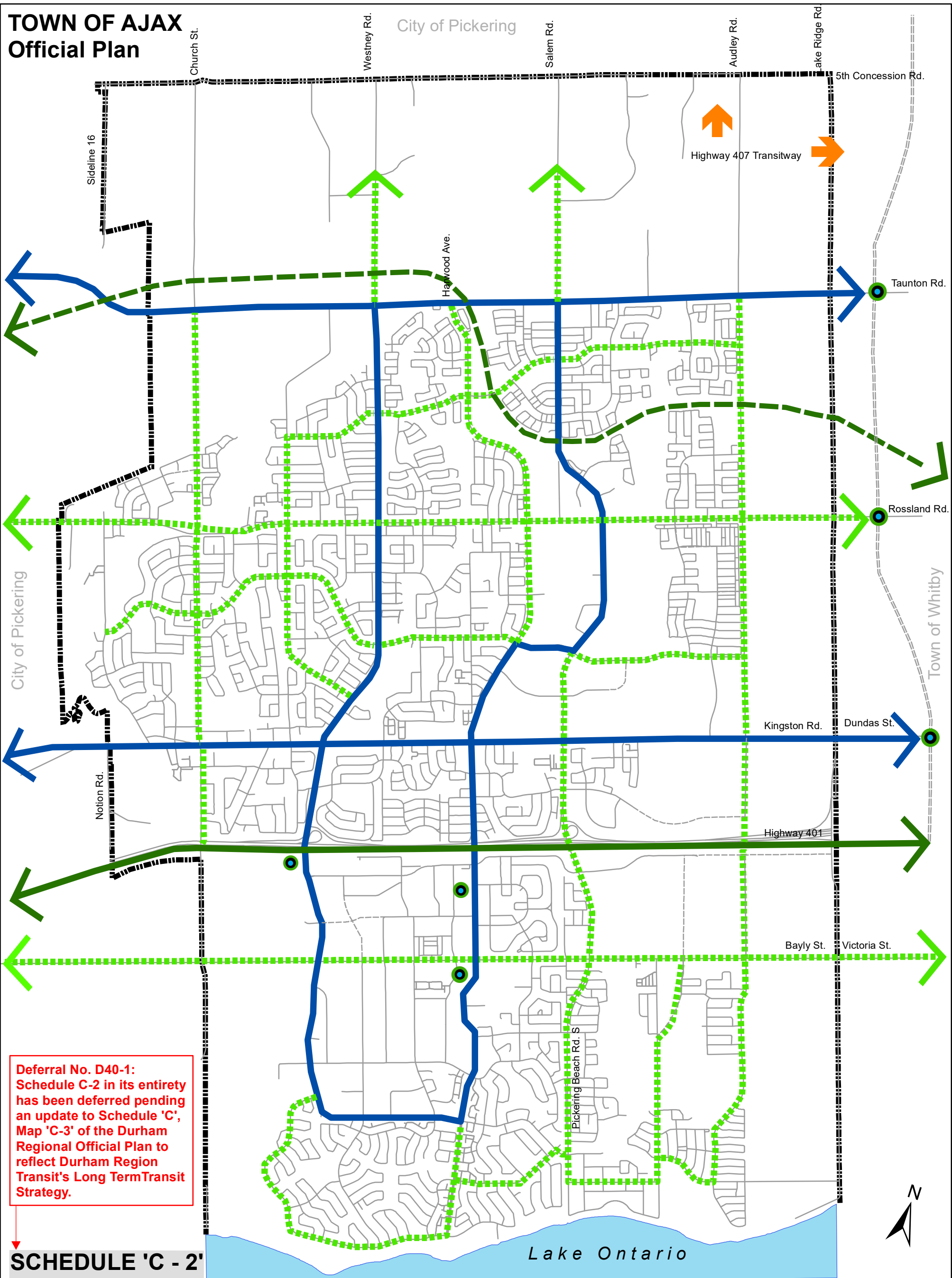
## SCHEDULE 'C - 1' Road System

- | Existing |                      | Future |                      |  |   |
|----------|----------------------|--------|----------------------|--|---|
|          | Provincial Highway   |        | Freeway Link         |  | Subject to Environmental Assessment Study |
|          | Arterial Road Type A |        | Roundabout Location  |  | Deferral                                  |
|          | Arterial Road Type B |        | Arterial Road Type B |  | Proposed Grade Separator                  |
|          | Arterial Road Type C |        | Arterial Road Type C |  | Separator                                 |
|          | Collector Road       |        | Collector Road       |  | Town Boundary                             |
|          | Local Road           |        | Local Road           |  | Rail Lines                                |
|          | Highway Interchange  |        | Highway Interchange  |  | Revert to Local Road After Realignment    |
|          |                      |        |                      |  | Hydro Corridor                            |

490 245 0 490 Metres







Date of Consolidation: October 14, 2022

# TOWN OF AJAX Official Plan



**Deferral No. D40-1:**  
Schedule C-2 in its entirety  
has been deferred pending  
an update to Schedule 'C',  
Map 'C-3' of the Durham  
Regional Official Plan to  
reflect Durham Region  
Transit's Long Term Transit  
Strategy.

## SCHEDULE 'C - 2' Transit Priority System

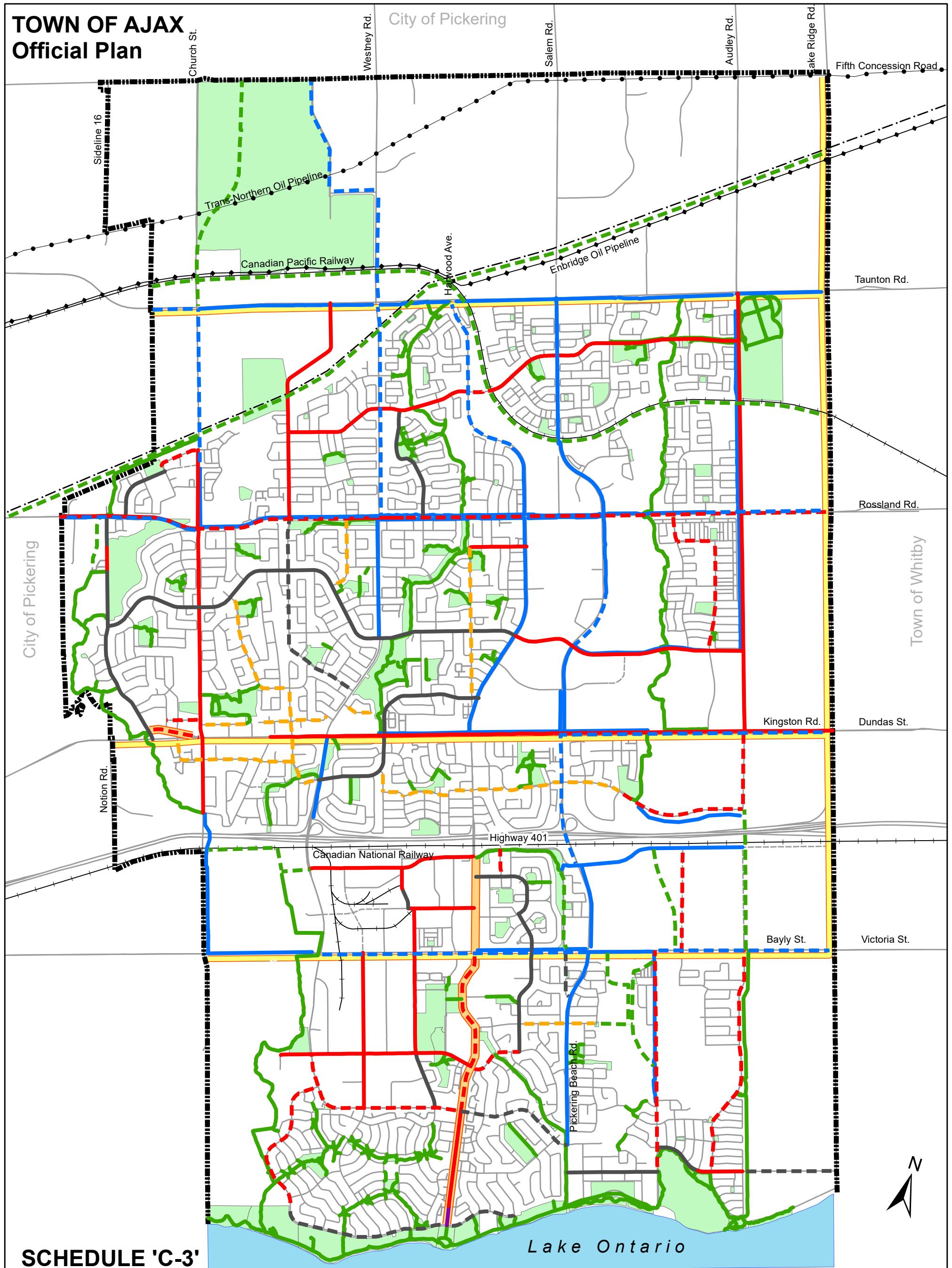
-  Transit Station
-  GO Rail
-  Future Commuter Rail
-  Improved Conventional Transit Network
-  Rapid Transit Route
-  Town Boundary



Sources: Teranet Inc., 2022  
Region of Durham, 2022  
Town of Ajax, 2022

Date of Consolidation: October 14, 2022

# TOWN OF AJAX Official Plan



## SCHEDULE 'C-3' Priority Active Transportation Facilities

### Existing Facilities

- Multi-use Path
- Off-road Trail
- Bike Lane
- Shared Lane/ Shared Facility
- Cycle Track

### Proposed Facilities

- - - Multi-use Path
- - - Off-road Trail
- - - Bike Lane
- - - Shared Lane/ Shared Facility
- - - Bicycle Priority Street
- - - Regional Cycling Spine
- - - Special Streetscaping, for Future Study

- · - · - Hydro Corridor
- - - - - Town Boundary
- Park
- Secondary School

500 250 0 500 Metres

Date of Consolidation: October 14, 2022

Sources:  
Teranet Inc., 2022  
Region of Durham, 2022  
Town of Ajax, 2022

TOWN OF AJAX

‘SCHEDULE C-4’

Road Criteria

<b>Classification Criteria</b>	
<b>Criteria</b>	<b>Definition</b>
<b>Traffic Service Objective</b>	Roads of higher classification should serve inter-regional and regional traffic movements over relatively longer distances. Lower order classifications should cater to local traffic movements over shorter distances and provide access to abutting property.
<b>Land Service/Access</b>	Direct access from adjoining properties to roads of higher classification should be limited or restricted in recognition of their through traffic function, and for traffic safety and flow reasons. Lower order classifications should provide direct access to abutting lands where required, assuming the entranceway can be positioned in a safe location.
<b>Typical Daily Traffic Volume</b>	Roads of higher classification being the principal routes between traffic generating centres should accommodate higher traffic usage relative to roads of a lower classification, taking into account urban and rural differences.
<b>Flow characteristics</b>	Roads primarily servicing traffic movement should have traffic control and design characteristics that permit uninterrupted flow. On lower classification roads, drivers should expect interrupted flow due to the frequency of accesses and intersections, and the presence of more traffic control devices, parked vehicles and pedestrian crossings.
<b>Travel Speed</b>	The road cross-section, geometry and the roadside environment generally determine the operating speeds on a roadway. Speed limits are typically posted at the 85 <sup>th</sup> percentile operating speed. Roads of higher classification with emphasis on long distance travel should be designed to accommodate higher operating speeds than roads of lower classification.
<b>Goods Movement</b>	Long distance commercial vehicle operation should occur on roads of higher classification and be discouraged on local roads.
<b>Connectivity</b>	Roads should connect to other roads with the same or similar functions, and to roads that are directly above or below them in the hierarchy.
<b>Transit</b>	Roads of higher classification should be the focus of more frequent and higher-order transit service, including rapid transit service. Lower classes of roads should generally accommodate bus operations of a more local nature.
<b>Pedestrian Provisions</b>	Pedestrians, including those with mobility, hearing, visual and cognitive impairments should be accommodated in all classifications except where prohibited by the Highway Traffic Act (freeways). Safe and accessible pedestrian space should be provided along all roadways. Safe, comfortable and convenient roadway crossings should be provided at intervals that allow pedestrian movement between destinations and intersecting pedestrian routes and facilities.
<b>Cycling Provisions</b>	On roads of higher classification, cycling should only be restricted where prohibited by the Highway Traffic Act (freeways). On higher speed, higher volume roads, cycling facilities should provide safe space for cyclists such as bike lanes and cycle tracks. Complimentary multi-use trails may be provided in the boulevard along these roadways where the driveway and side-street intersection spacing exceeds 300 m as an optional route for cyclists and to provide for other trail users. On lower volume and lower speed roadways a shared-use facility such as a “sharrow” may be appropriate.
<b>Parking</b>	Parking should be prohibited or restricted on roads of higher classification to provide for clearway conditions, while curbside parking may be accommodated on lower road classes.
<b>Minimum Intersection Spacing</b>	Roads of higher classification should have limited, appropriately spaced side road connections and should not be intersected by lower class roads. They may be grade-separated or controlled at-grade by well co-coordinated traffic control signals or modern roundabouts. More frequent intersection spacing is acceptable on lower classes of road. These intersections may be controlled at grade using regulatory signs and other traffic control mechanisms, including traffic calming measures.

<b>Right-Of-Way Width</b>	The cross-section of roads can range from divided, multi-lane facilities for higher classifications, through to two-lane undivided facilities for lower classes of road. This criterion is related to route capacity as well as maneuverability of heavy vehicles. The ultimate cross-section for a road generally evolves over time as traffic volumes increase. As such, rights-of-way should be of sufficient width to accommodate the ultimate cross-section. Right-of-way widths should account for the space required to accommodate pedestrians, cyclists and streetscape elements.
<b>Continuity</b>	Roads of higher classification have longer continuous road sections, serve inter-municipal or inter-regional traffic and transit and are characterized by higher volumes of through traffic. Lower order roads have shorter road sections, serving shorter local trips play a key role in providing access to adjacent properties. All roadways provide places for social and economic interaction of residents and visitors.
<b>Cross Section Features</b>	Roads of higher classification tend to be higher capacity routes with relatively higher operating speeds and traffic volumes, with enhanced features such as acceleration/deceleration lanes, climbing and passing lanes, and intersection turn bays to improve traffic flow. Lower classes tend to have lower capacities with lower operating speeds and traffic volumes. Cross-sectional widths should allow for the placement of utilities, streetscape elements, pedestrian and cycling facilities and transit stops where appropriate.
<b>Vehicle Priority</b>	Roads of higher classification are likely to provide priority capacity for particular modes/uses by way of bus lanes, truck lanes, bicycle facilities or transit lanes. Lower road classes generally provide for mixed traffic.
<b>Network Spacing</b>	The spacing of roads in the hierarchy normally relates to the density of activity occurring in the area. Roads of higher classification will be spaced more widely apart than the lower road classes, which provide for a completed grid to enable efficient traffic circulation.

Criteria	Arterial Classes			Municipal Road Classes		
	Type A Arterial	Type B Arterial	Type C Arterial	Collector	Local	Lanes
<b>Traffic Service Objective</b>	Traffic movement primary consideration.  Predominantly serves inter-regional and inter-municipal trips	Traffic movement major consideration.  Predominantly serves inter and intra-municipal trips	Traffic movement slightly more important than land access. Predominantly serves intra-municipal trips	Primary function to collect and distribute traffic from Local Roads to other Collectors and/or Type 'C' Arterials.	Provide access to individual abutting properties. Local Roads are designed to carry low volumes of traffic.	Provide access to individual abutting properties for the purpose of loading and access to garages.
<b>Land Service/Access</b>	Rigid/Progressive access control.  Permit private access generally located a minimum of 200 metres apart in Urban Areas	Incremental/Progressive access control  Permit private access generally located a minimum of 80 metres apart in Urban Areas	Limited access control  Promote higher densities with shared or combined access, or limit to single detached dwelling unit frontage	Permit access to abutting properties, consolidation of driveways where intersection spacing is less than 20 metres	All abutting properties	All abutting properties

Criteria	Arterial Classes			Municipal Road Classes		
	Type A Arterial	Type B Arterial	Type C Arterial	Collector	Local	Lanes
Typical Daily Traffic Volume	Permit large scale commercial and industrial developments, mixed use developments and higher density developments with shared or combined access	Promote higher densities with shared or combined access				
	>10,000 AADT	5,000 – 40,000 AADT	4,000– 20,000 AADT	1,000 – 5,000 AADT	0 - 1,000 AADT	0 - 1,000 AADT
Flow characteristics	Uninterrupted flow except at traffic control signals	Uninterrupted flow except at traffic control signals	Uninterrupted flow except at traffic control signals and pedestrian crossings	interrupted	interrupted	interrupted
Travel Speed	70 km/h Urban Area, 80 km/h outside Urban Areas	60 km/h Urban Area, 80 km/h outside Urban Areas	50 - 60 km/h	50 km/h	40 – 50 km/h	20-30 km/h
Goods Movement	Generally no restrictions	Generally no restrictions	Generally no restrictions	Limited to Employment Areas	Restricted	Not permitted
Connectivity	Connects with Freeways and Arterials	Connects with Freeways, Arterials and Collectors	Connects with Arterials, Collectors and limited Local Road access	Connects with Local, Collector, Arterial	Connects with Lane, Local, Collector, limited Arterial access	Connects with Lane, Local, Collector
Transit	May serve as regional transit spines	May serve as regional transit spines	May serve as local transit corridor and connectors to regional transit spines	Serves local transit but not regional transit spines	May serve some local transit routes	No transit access
Cycling Provisions	Boulevard or Multi-use trails on roads identified as a Regional Cycling Spine	Boulevard or Multi-use trails on roads identified as a Regional Cycling Spine	Separate bicycle lanes preferred and/or boulevard trails where appropriate	Separate bicycle lanes preferred or where appropriate marked shared-use lanes or traffic calmed bicycle boulevard	Marked shared-use lanes or traffic calmed bicycle boulevard where appropriate	No bicycle facilities required
Pedestrian Provisions	Sidewalk on both sides with separation	Sidewalk on both sides with separation from	Sidewalk on both sides with	Sidewalk on both sides of roadway	Sidewalk on both sides of roadway.	No sidewalk required

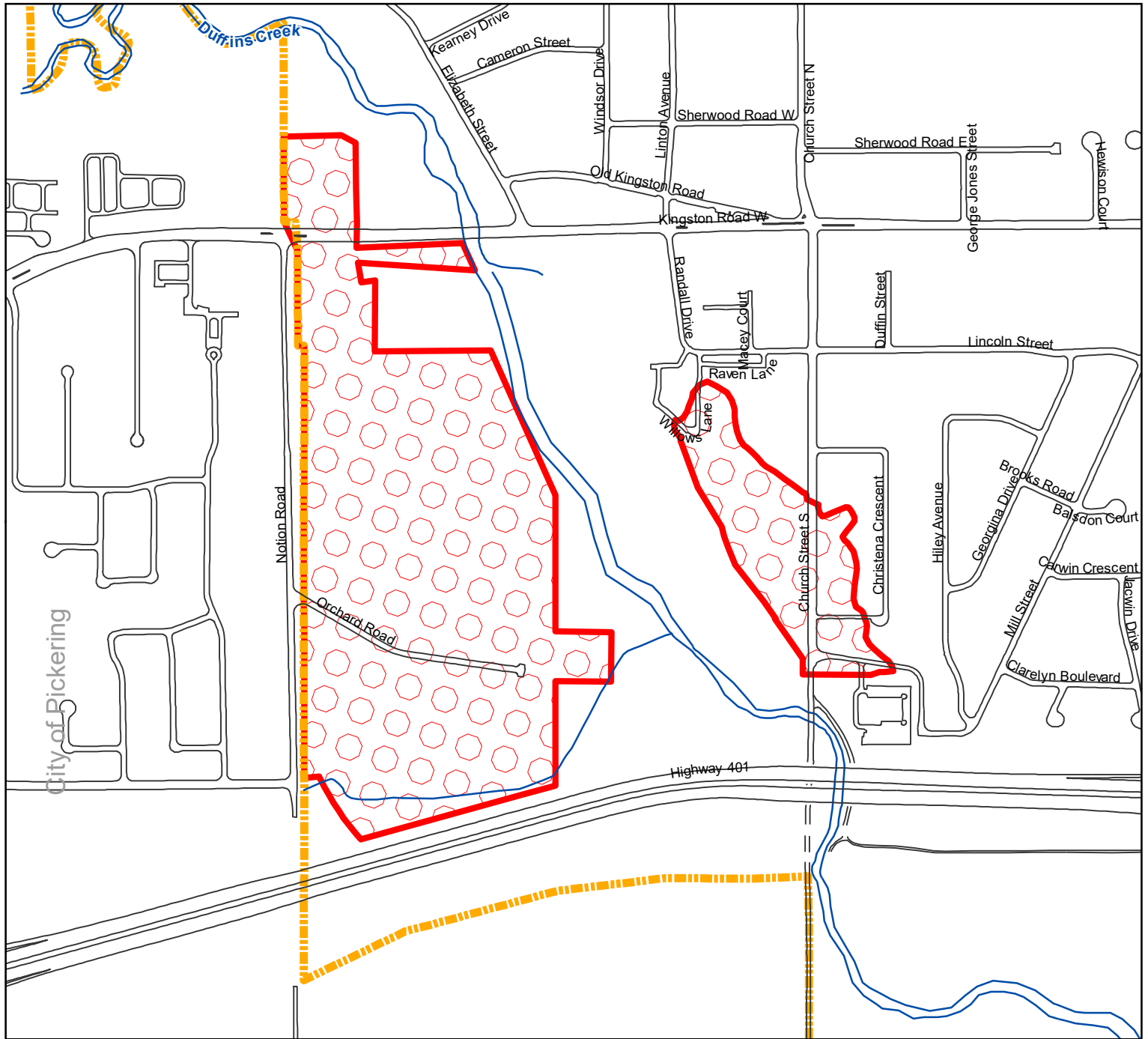
Criteria	Arterial Classes			Municipal Road Classes		
	Type A Arterial	Type B Arterial	Type C Arterial	Collector	Local	Lanes
Parking	from traffic lanes preferred for pedestrians	traffic lanes preferred for pedestrians	separation from traffic lanes preferred for pedestrians, however, may not be required in Employment Areas	with separation from traffic lanes optional	Cul-de-sacs and roads less than 150 m shall be permitted to have a sidewalk on one side.	
	Prohibited or peak hour restrictions	Prohibited or peak hour restrictions	Prohibited or peak hour restrictions	Permitted	Permitted	Prohibited
Minimum Intersection Spacing	700 m intersection spacing in north-south direction *300 m/500 m intersection spacing in east-west direction	525 m intersection spacing in north-south direction *300 m/500 m intersection spacing in east-west direction	300 m intersection spacing  Some minor intersections with future control provisions, if necessary due to capacity and queuing considerations	150 m intersection spacing  Stop control or roundabouts where required but not at consecutive intersections	As needed  Stop control or traffic circles where required but not at consecutive intersections	As needed
	Signalized intersections where required	Some minor intersections (T-type) mid-block subject to possible future control, if necessary to maintain corridor progression  Signalized intersections or roundabouts where required	Signalized intersections or roundabouts where required but not at consecutive intersections			
Right-Of-Way Width	36-45 m right-of-way  36m for ultimate 2- 4 lane cross-section 40m for ultimate 4-lane cross-section with channelized right-turn lanes at intersections 45 m for ultimate 6-lane cross-section	30-36 m**&*** right-of-way  36m for ultimate 4-lane cross-section  4 lanes within the Urban Area and 2-4 lanes outside the Urban Area	26-30 m** right-of-way, dependent on transit facilities, on street parking and established development (i.e. downtown)  2-4 lane cross-section within the Urban Area	20 -26 m right-of-way  26 m for ultimate 2 - 4 lane cross-section	17 -23 m right-of-way  Service roads adjacent to Arterial or Collector roads shall be permitted to have a minimum right-of-way of 15m	9.5 m right-of-way  Utilities may be located within the Lane right-of-way subject to functional and detailed design standards approved by the Town

Criteria	Arterial Classes			Municipal Road Classes		
	Type A Arterial	Type B Arterial	Type C Arterial	Collector	Local	Lanes
Continuity	Maintain width through corridor for alignment of utilities and boulevard features  4-6 lanes within the Urban Area and 2 – 4 lanes outside the Urban-Area					
	Continuous across regional areas or larger municipal areas	Typically continuous across several municipalities	Typically continuous within a single municipality with few spanning two or more; may be shorter and discontinuous sections when serving major traffic generators	Typically continuous within localized neighbourhoods	Discontinuous	Discontinuous
Cross Section Features	Enhanced through development of supporting circulation system, roadway widening, raised medians, coordination of traffic signals consolidation of private accesses, reducing and controlling local residential street intersections, adding auxiliary lanes at intersections, channelized non-traversable medians, improved curb radii, and provision of right turn lanes.			Enhanced through development of supporting active transportation, the context sensitive features, inclusion of pedestrian furniture, streetscaping and lighting, separate or shared space for cyclists, sidewalks with or without separation from traffic lanes.		
Vehicle Priority	To be considered as part of the strategic goods movement network  Consideration may be given for transit priority measures including dedicated transit lanes, queue jump lanes and priority signals	To be considered for goods movement  Consideration may be given for transit priority measures including queue jump lanes and priority signals	Predominantly passenger and service vehicles, low to moderate truck traffic (except in Centres and Employment Areas)	Predominantly passenger and service vehicles, low to moderate truck traffic	Predominantly passenger and service vehicles	Predominantly passenger vehicles



Criteria	Arterial Classes			Municipal Road Classes		
	Type A Arterial	Type B Arterial	Type C Arterial	Collector	Local	Lanes
Network Spacing	Generally 6.5 km between north/south and east/west Arterials	Generally 1.6 km between north/south and 2.0 km between east/west Arterials	Generally, no less than 0.8 km between north/south and east/west Arterials	As needed	As needed	As needed

<b>Exceptions:</b>	*In some cases, spacing for east-west arterials can be reduced to 300 m if signals are “coupled” provided adjacent intersections are a minimum of 500 m away
	**Reduced right-of-way widths will only be considered in locations identified as exceptions in the Area Municipal Official Plans in accordance with Regional policy.
	***Wider right-of-way may be required to accommodate intersection improvements and other facilities such as transit, utilities, noise attenuation installation, bikeways and landscaping. For new streets, immediate provision of wider rights-of-way may be considered to accommodate such facilities.
	Unless otherwise identified by another appropriate comprehensive planning process or Official Plan, a corridor study or Environmental Assessment shall be undertaken to identify any exceptions to the right-of-way widths identified in this Table.

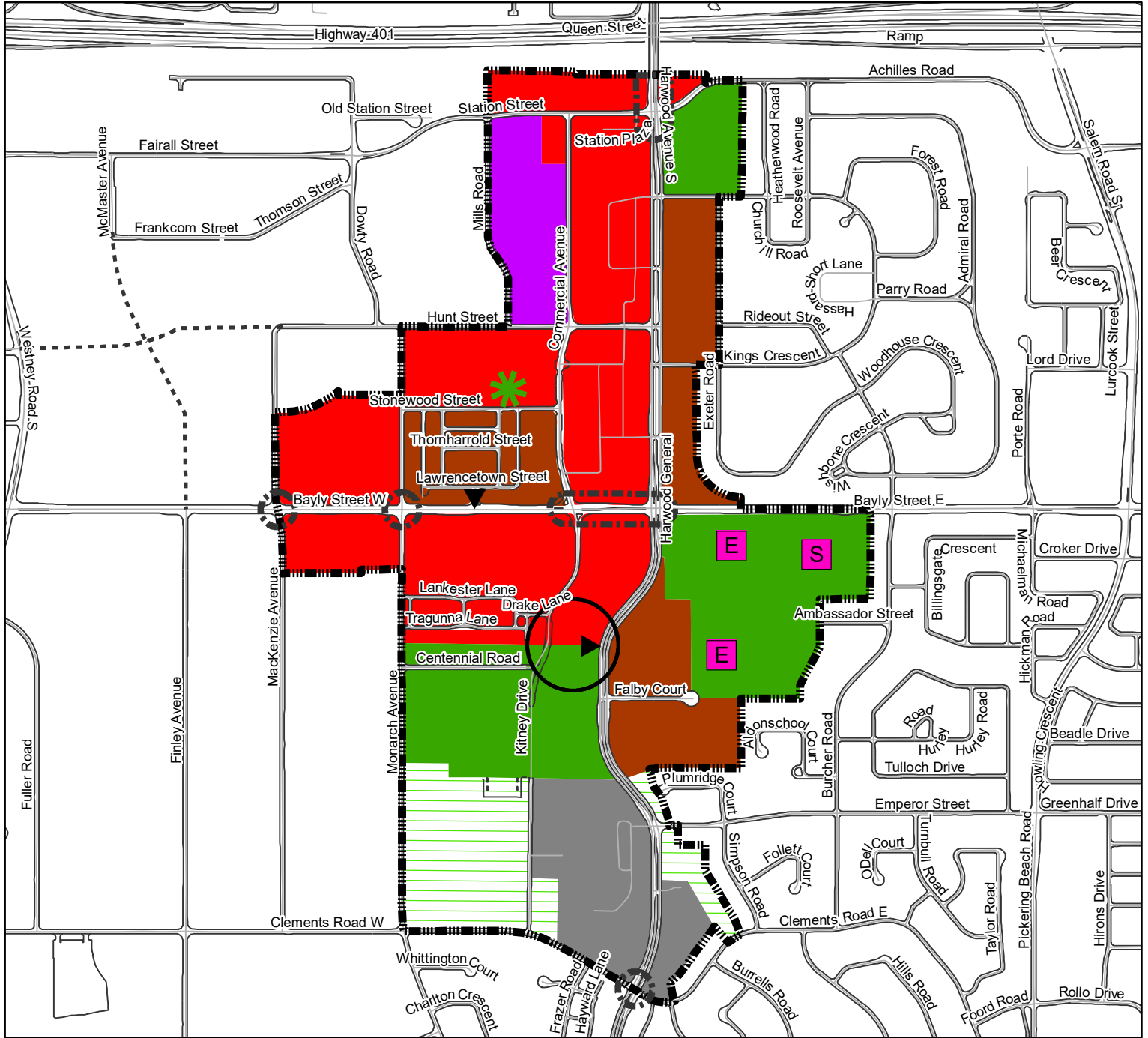
# TOWN OF AJAX Official Plan











## SCHEDULE 'D' Special Policy Area (See Section 2.5.5)

-  Special Policy Area
-  Town Boundary

# TOWN OF AJAX Official Plan



## SCHEDULE 'E' Downtown Regional Centre Land Use

- |   |   |  |
|---|---|--|
|  Employment Mixed Use       |  Central Park                      |  Future Roads   |
|  Commercial Mixed Use I     |  Downtown Regional Centre Boundary |  Future Road Intersection   |
|  Downtown Residential       |  Secondary School                  |  Gateway Site   |
|  Downtown Open Space        |  Elementary School                 |  Alignment of future roads subject to an Environmental Assessment |
|  Downtown Community Amenity |   |  |
|  Hospital-Related Mixed Use |   |  |

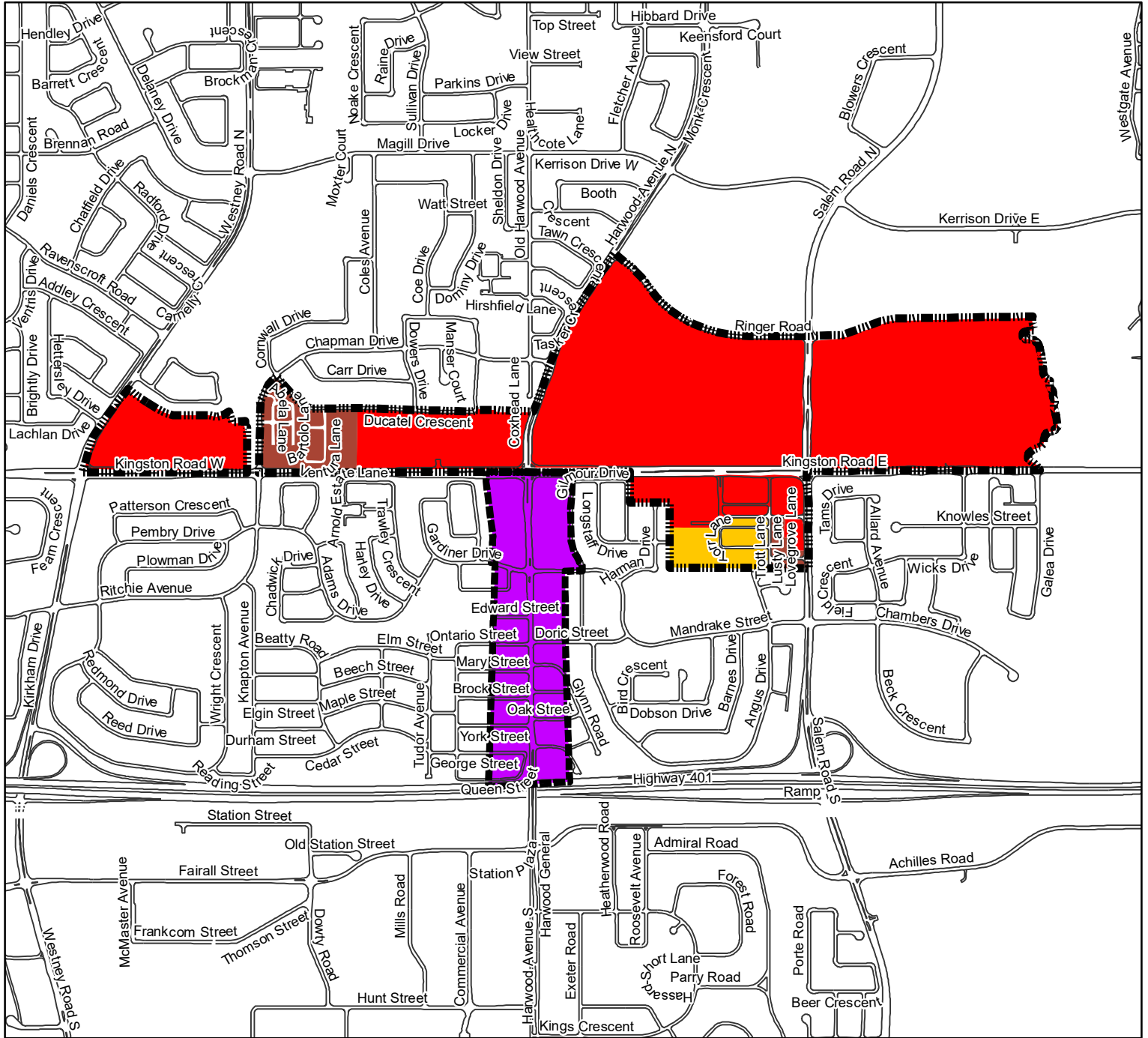
150 75 0 150 Metres

Sources: Region of Durham, 2022; Town of Ajax, 2022.

Date of Consolidation: October 14, 2022



# TOWN OF AJAX Official Plan



## SCHEDULE 'F' Uptown Regional Centre and Midtown Corridor Land Use



- Uptown Regional Centre Boundary
- Commercial Mixed Use II
- Midtown Corridor Boundary
- High Density Residential
- Midtown Corridor
- Medium Density Residential

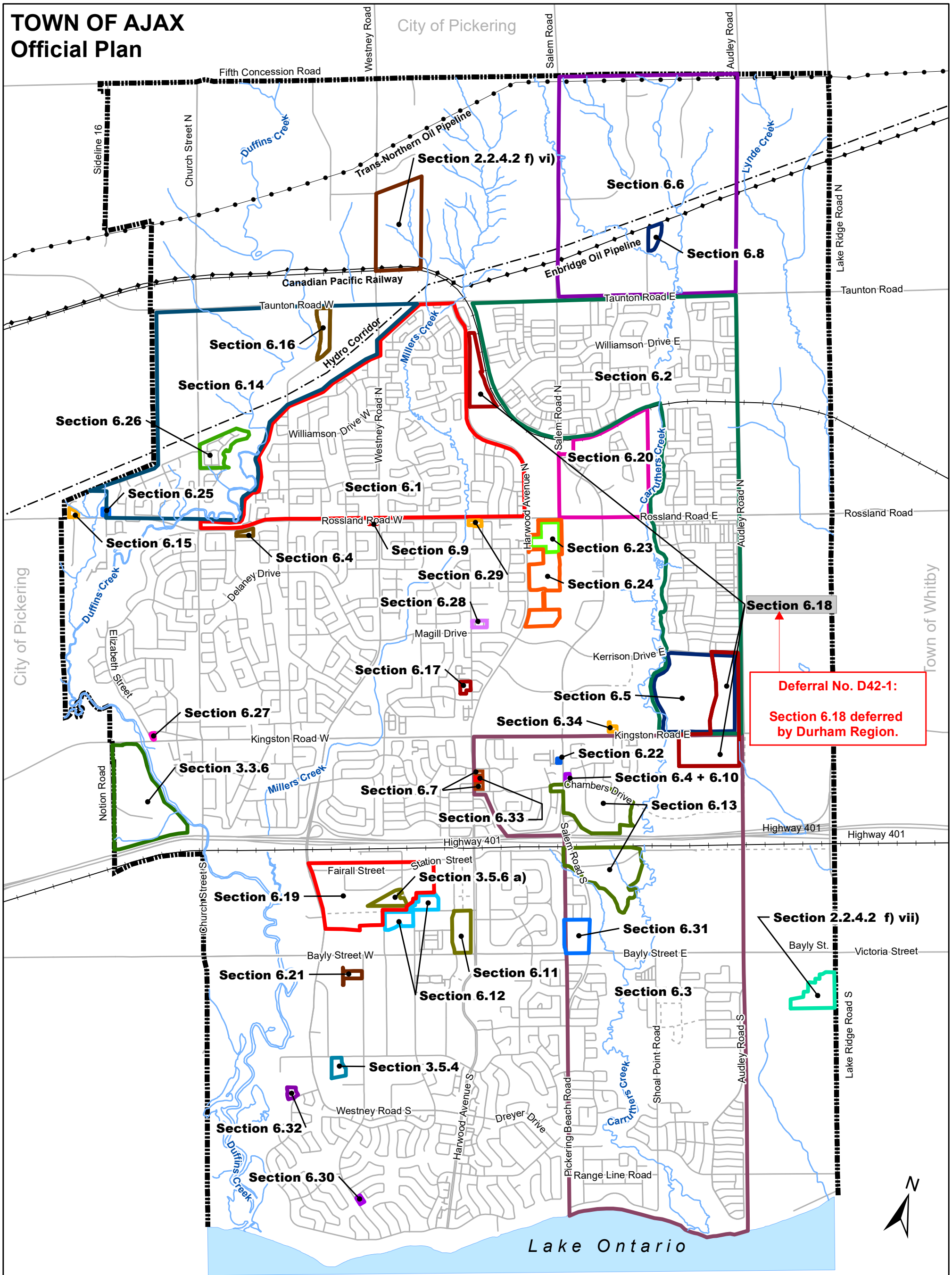
200 100 0 200 Metres



Sources: Region of Durham, 2022; Town of Ajax, 2022.

Date of Consolidation: October 14, 2022

# TOWN OF AJAX Official Plan



**Deferral No. D42-1:**  
Section 6.18 deferred by Durham Region.

## SCHEDULE 'G' Lands Subject to Area Specific Policies




Sources: Region of Durham, 2022  
Town of Ajax, 2022


Date of Consolidation: October 14, 2022

# APPENDIX 'A': TOWN OF AJAX – DESIGNATED CULTURAL HERITAGE RESOURCES


## Properties Designated under Part IV of the *Ontario Heritage Act*


01		<b>Address:</b>			<b>Ward:</b>	
		22 Church Street North			1	
		<b>Built:</b>	<b>Property Name:</b>		<b>Old Inv. No.</b>	
		1885	Dunbar House		60	
		<b>Use Category:</b>		<b>Use Type:</b>		
		Residence		Single Dwelling		
		<b>Designation Type:</b>			<b>Designation Date:</b>	
		OHA Part IV, s. 29 (Individual)			May 14, 2001	
		<b>Designation By-Law:</b>		<b>Amending By-Law:</b>	<b>Repealed By-Law:</b>	
		68-2001		---	---	
		<b>Conservation Easement:</b>		<b>Easement Execution:</b>	<b>Easement Registration:</b>	
---		---	---			
<b>Owner(s):</b>		<b>Street Address:</b>	<b>Community</b>	<b>Prov.</b>	<b>Postal Code</b>	
David Blass Michelle Blass		22 Church Street North	Ajax	ON	L1T 2W5	


02		<b>Address:</b>			<b>Ward:</b>	
		58 Church Street North			1	
		<b>Built:</b>	<b>Property Name:</b>		<b>Old Inv. No.</b>	
		1922	Memorial Park Gates and Cenotaph		224	
		<b>Use Category:</b>		<b>Use Type:</b>		
		Community		Commemorative Monument		
		<b>Designation Type:</b>			<b>Designation Date:</b>	
		OHA Part IV, s. 29 (Individual)			March 26, 2012	
		<b>Designation By-Law:</b>		<b>Amending By-Law:</b>	<b>Repealed By-Law:</b>	
		52-2012		---	---	
		<b>Conservation Easement:</b>		<b>Easement Execution:</b>	<b>Easement Registration:</b>	
---		---	---			
<b>Owner(s):</b>		<b>Street Address:</b>	<b>Community</b>	<b>Prov.</b>	<b>Postal Code</b>	
Town of Ajax		65 Harwood Avenue South	Ajax	ON	L1S 2H9	

03		<b>Address:</b>			<b>Ward:</b>	
		68 Church Street South			1	
		<b>Built:</b>	<b>Property Name:</b>		<b>Old Inv. No.</b>	
		1880	Bunting House		59	
		<b>Use Category:</b>		<b>Use Type:</b>		
		Residence		Single Dwelling		
		<b>Designation Type:</b>			<b>Designation Date:</b>	
		OHA Part IV, s. 29 (Individual)			August 16, 1982	
		<b>Designation By-Law:</b>		<b>Amending By-Law:</b>	<b>Repealed By-Law:</b>	
		118-82		---	---	
		<b>Conservation Easement:</b>		<b>Easement Execution:</b>	<b>Easement Registration:</b>	
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<b>Owner(s):</b>		<b>Street Address:</b>	<b>Community</b>	<b>Prov.</b>	<b>Postal Code</b>	
1679906 Ontario Inc.		68 Church Street South	Ajax	ON	L1S 6B3	


## APPENDIX 'A': TOWN OF AJAX – DESIGNATED CULTURAL HERITAGE RESOURCES


04		<b>Address:</b>			<b>Ward:</b>		
		78 Church Street South			1		
		<b>Built:</b>	<b>Property Name:</b>		<b>Old Inv. No.</b>		
		1871	St. Francis Centre		28		
		<b>Use Category:</b>			<b>Use Type:</b>		
		Religion, Ritual and Funeral			Place of Worship		
		<b>Designation Type:</b>			<b>Designation Date:</b>		
		OHA Part IV, s. 29 (Individual)			May 17, 1999		
		<b>Designation By-Law:</b>		<b>Amending By-Law:</b>		<b>Repealed By-Law:</b>	
		46-99		---		---	
<b>Conservation Easement:</b>		<b>Easement Execution:</b>		<b>Easement Registration:</b>			
---		---		---			
<b>Owner(s):</b>		<b>Street Address:</b>		<b>Community</b>		<b>Prov.</b>	<b>Postal Code</b>
Town of Ajax		65 Harwood Avenue South		Ajax	ON	L1S 2H9	


05		<b>Address:</b>			<b>Ward:</b>		
		89 Church Street South			1		
		<b>Built:</b>	<b>Property Name:</b>		<b>Old Inv. No.</b>		
		1877	Andrews Farm / Miller House		57		
		<b>Use Category:</b>			<b>Use Type:</b>		
		Residence			Single Dwelling		
		<b>Designation Type:</b>			<b>Designation Date:</b>		
		OHA Part IV, s. 29 (Individual)			August 16, 1982		
		<b>Designation By-Law:</b>		<b>Amending By-Law:</b>		<b>Repealed By-Law:</b>	
		111-82		---		---	
<b>Conservation Easement:</b>		<b>Easement Execution:</b>		<b>Easement Registration:</b>			
Town of Ajax		June 21, 2007		July 16, 2007			
<b>Owner(s):</b>		<b>Street Address:</b>		<b>Community</b>		<b>Prov.</b>	<b>Postal Code</b>
James Bishop Krysten Siba-Bishop		89 Church Street South		Ajax	ON	L1S 6A9	

06		<b>Address:</b>			<b>Ward:</b>		
		Elizabeth Street (Lot #16)			1		
		<b>Built:</b>	<b>Property Name:</b>		<b>Old Inv. No.</b>		
		1842	Elizabeth Street Cemetery		16		
		<b>Use Category:</b>			<b>Use Type:</b>		
		Religion, Ritual and Funeral			Mortuary Site/Cemetery/Enclosure		
		<b>Designation Type:</b>			<b>Designation Date:</b>		
		OHA Part IV, s. 29 (Individual)			February 7, 2000		
		<b>Designation By-Law:</b>		<b>Amending By-Law:</b>		<b>Repealed By-Law:</b>	
		14-2000		---		---	
<b>Conservation Easement:</b>		<b>Easement Execution:</b>		<b>Easement Registration:</b>			
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<b>Owner(s):</b>		<b>Street Address:</b>		<b>Community</b>		<b>Prov.</b>	<b>Postal Code</b>
United Church Of Canada		300 Church Street North		Ajax	ON	L1T 2W7	


## APPENDIX 'A': TOWN OF AJAX – DESIGNATED CULTURAL HERITAGE RESOURCES


07		<b>Address:</b>		<b>Ward:</b>					
		23 Elizabeth Street		1					
		<b>Built:</b>	<b>Property Name:</b>		<b>Old Inv. No.</b>				
		1875	Sheppard House		54				
		<b>Use Category:</b>		<b>Use Type:</b>					
		Residence		Single Dwelling					
		<b>Designation Type:</b>		<b>Designation Date:</b>					
		OHA Part IV, s. 29 (Individual)		August 16, 1982					
		<b>Designation By-Law:</b>		<b>Amending By-Law:</b>		<b>Repealed By-Law:</b>			
		117-82		38-83		---			
<b>Conservation Easement:</b>		<b>Easement Execution:</b>		<b>Easement Registration:</b>					
Town of Ajax		October 22, 2007		October 31, 2007					
<b>Owner(s):</b>		<b>Street Address:</b>		<b>Community</b>		<b>Prov.</b>		<b>Postal Code</b>	
Robert Allan Martindale		23 Elizabeth Street		Ajax		ON		L1T 2X1	


08		<b>Address:</b>		<b>Ward:</b>					
		58 Kings Crescent		3					
		<b>Built:</b>	<b>Property Name:</b>		<b>Old Inv. No.</b>				
		1953	Pat Bayly House		237				
		<b>Use Category:</b>		<b>Use Type:</b>					
		Residence		Single Dwelling					
		<b>Designation Type:</b>		<b>Designation Date:</b>					
		OHA Part IV, s. 29 (Individual)		September 8, 2003					
		<b>Designation By-Law:</b>		<b>Amending By-Law:</b>		<b>Repealed By-Law:</b>			
		107-2003		---		---			
<b>Conservation Easement:</b>		<b>Easement Execution:</b>		<b>Easement Registration:</b>					
---		---		---					
<b>Owner(s):</b>		<b>Street Address:</b>		<b>Community</b>		<b>Prov.</b>		<b>Postal Code</b>	
Monica Yvonne Wysocki Andrew Myron Turek		58 Kings Crescent		Ajax		ON		L1S 2M3	

09		<b>Address:</b>		<b>Ward:</b>					
		Kingston Road East		2					
		<b>Built:</b>	<b>Property Name:</b>		<b>Old Inv. No.</b>				
		c. 1825	Hicksite/Brown Quaker Cemetery		183				
		<b>Use Category:</b>		<b>Use Type:</b>					
		Religion, Ritual and Funeral		Mortuary Site/Cemetery/Enclosure					
		<b>Designation Type:</b>		<b>Designation Date:</b>					
		OHA Part IV, s. 29 (Individual)		February 12, 2007					
		<b>Designation By-Law:</b>		<b>Amending By-Law:</b>		<b>Repealed By-Law:</b>			
		14-2007		---		---			
<b>Conservation Easement:</b>		<b>Easement Execution:</b>		<b>Easement Registration:</b>					
---		---		---					
<b>Owner(s):</b>		<b>Street Address:</b>		<b>Community</b>		<b>Prov.</b>		<b>Postal Code</b>	
Town of Ajax		65 Harwood Avenue South		Ajax		ON		L1S 2H9	


**APPENDIX 'A': TOWN OF AJAX – DESIGNATED CULTURAL HERITAGE RESOURCES**


<p>10</p> 	<b>Address:</b>		<b>Ward:</b>	
	244 Kingston Road East		2	
	<b>Built:</b>	<b>Property Name:</b>	<b>Old Inv. No.</b>	
	1854	Charnacy / MacKay House	185	
	<b>Use Category:</b>		<b>Use Type:</b>	
	Residence		Single Dwelling	
	<b>Designation Type:</b>		<b>Designation Date:</b>	
	OHA Part IV, s. 29 (Individual)		March 29, 2010	
	<b>Designation By-Law:</b>	<b>Amending By-Law:</b>	<b>Repealed By-Law:</b>	
	41-2010	---	---	
<b>Conservation Easement:</b>	<b>Easement Execution:</b>	<b>Easement Registration:</b>		
---	---	---		
<b>Owner(s):</b>	<b>Street Address:</b>	<b>Community</b>	<b>Prov.</b>	<b>Postal Code</b>
Riocan Holdings Inc.	700 Lawrence Avenue West Suite 315	Toronto	ON	M6A 3B4


<p>11</p> 	<b>Address:</b>		<b>Ward:</b>	
	365 Kingston Road East		2	
	<b>Built:</b>	<b>Property Name:</b>	<b>Old Inv. No.</b>	
	1815	Old Post Inn	127	
	<b>Use Category:</b>		<b>Use Type:</b>	
	Commerce		Hotel, Motel or Inn	
	<b>Designation Type:</b>		<b>Designation Date:</b>	
	OHA Part IV, s. 29 (Individual)		December 14, 1992	
	<b>Designation By-Law:</b>	<b>Amending By-Law:</b>	<b>Repealed By-Law:</b>	
	148-92	125-2009	---	
<b>Conservation Easement:</b>	<b>Easement Execution:</b>	<b>Easement Registration:</b>		
---	---	---		
<b>Owner(s):</b>	<b>Street Address:</b>	<b>Community</b>	<b>Prov.</b>	<b>Postal Code</b>
2712048 Ontario Inc.	365 Kingston Road East	Ajax	ON	L1Z 1W3

<p>12</p> 	<b>Address:</b>		<b>Ward:</b>	
	775 Kingston Road East		2	
	<b>Built:</b>	<b>Property Name:</b>	<b>Old Inv. No.</b>	
	c. 1850	Nicholas Austin Property	196	
	<b>Use Category:</b>		<b>Use Type:</b>	
	Food Supply		Farm or Ranch	
	<b>Designation Type:</b>		<b>Designation Date:</b>	
	OHA Part IV, s. 29 (Individual)		May 17, 2021	
	<b>Designation By-Law:</b>	<b>Amending By-Law:</b>	<b>Repealed By-Law:</b>	
	32-2021	---	---	
<b>Conservation Easement:</b>	<b>Easement Execution:</b>	<b>Easement Registration:</b>		
---	---	---		
<b>Owner(s):</b>	<b>Street Address:</b>	<b>Community</b>	<b>Prov.</b>	<b>Postal Code</b>
2615898 Ontario Inc.	209-15 Wertheim Court	Richmond Hill	ON	L4B 3H7


**APPENDIX 'A': TOWN OF AJAX – DESIGNATED CULTURAL HERITAGE RESOURCES**

13		<b>Address:</b>		<b>Ward:</b>			
		457 Kingston Road West		1			
		<b>Built:</b>	<b>Property Name:</b>		<b>Old Inv. No.</b>		
		1865	Quaker Meeting House		25		
		<b>Use Category:</b>		<b>Use Type:</b>			
		Religion, Ritual and Funeral		Place of Worship			
		<b>Designation Type:</b>		<b>Designation Date:</b>			
		OHA Part IV, s. 29 (Individual)		September 17, 2018			
		<b>Designation By-Law:</b>		<b>Amending By-Law:</b>		<b>Repealed By-Law:</b>	
		53-2018		---		---	
		<b>Conservation Easement:</b>		<b>Easement Execution:</b>		<b>Easement Registration:</b>	
		---		---		---	
		<b>Owner(s):</b>		<b>Street Address:</b>		<b>Community</b>	
Town of Ajax		65 Harwood Avenue South		Ajax			
		<b>Prov.</b>		<b>Postal Code</b>			
		ON		L1S 2H9			


14		<b>Address:</b>		<b>Ward:</b>			
		479 Kingston Road West		1			
		<b>Built:</b>	<b>Property Name:</b>		<b>Old Inv. No.</b>		
		1911	Field House		79		
		<b>Use Category:</b>		<b>Use Type:</b>			
		Residence		Single Dwelling			
		<b>Designation Type:</b>		<b>Designation Date:</b>			
		OHA Part IV, s. 29 (Individual)		January 16, 1989			
		<b>Designation By-Law:</b>		<b>Amending By-Law:</b>		<b>Repealed By-Law:</b>	
		8-89		---		---	
		<b>Conservation Easement:</b>		<b>Easement Execution:</b>		<b>Easement Registration:</b>	
		---		---		---	
		<b>Owner(s):</b>		<b>Street Address:</b>		<b>Community</b>	
2792265 Ontario Inc.		93 Farmstead Road		Richmond Hill			
		<b>Prov.</b>		<b>Postal Code</b>			
		ON		L4S 1W8			

15		<b>Address:</b>		<b>Ward:</b>			
		497 Kingston Road West		1			
		<b>Built:</b>	<b>Property Name:</b>		<b>Old Inv. No.</b>		
		1870	Field-Bertrand House		66		
		<b>Use Category:</b>		<b>Use Type:</b>			
		Residence		Single Dwelling			
		<b>Designation Type:</b>		<b>Designation Date:</b>			
		OHA Part IV, s. 29 (Individual)		August 16, 1982			
		<b>Designation By-Law:</b>		<b>Amending By-Law:</b>		<b>Repealed By-Law:</b>	
		112-82		78-2012		---	
		<b>Conservation Easement:</b>		<b>Easement Execution:</b>		<b>Easement Registration:</b>	
		---		---		---	
		<b>Owner(s):</b>		<b>Street Address:</b>		<b>Community</b>	
Leslie Larosa Dino Garagozzo		497 Kingston Road West		Ajax			
		<b>Prov.</b>		<b>Postal Code</b>			
		ON		L1S 6M1			


**APPENDIX 'A': TOWN OF AJAX – DESIGNATED CULTURAL HERITAGE RESOURCES**


16		<b>Address:</b>		<b>Ward:</b>			
		504 Kingston Road West		1			
		<b>Built:</b>	<b>Property Name:</b>		<b>Old Inv. No.</b>		
		1890	Richardson House		58		
		<b>Use Category:</b>		<b>Use Type:</b>			
		Residence		Single Dwelling			
		<b>Designation Type:</b>		<b>Designation Date:</b>			
		OHA Part IV, s. 29 (Individual)		May 14, 2001			
		<b>Designation By-Law:</b>		<b>Amending By-Law:</b>		<b>Repealed By-Law:</b>	
		67-2001		---		---	
<b>Conservation Easement:</b>		<b>Easement Execution:</b>		<b>Easement Registration:</b>			
---		---		---			
<b>Owner(s):</b>		<b>Street Address:</b>		<b>Community</b>		<b>Prov.</b>	<b>Postal Code</b>
Jeffrey Ric Robles Michael Peter Reilly Marc Andrew D'heureux		555 Kingston Rd West Second Floor		Ajax	ON	L1S 6M1	


17		<b>Address:</b>		<b>Ward:</b>			
		562 Kingston Road West		1			
		<b>Built:</b>	<b>Property Name:</b>		<b>Old Inv. No.</b>		
		1870			109		
		<b>Use Category:</b>		<b>Use Type:</b>			
		Residence		Single Dwelling			
		<b>Designation Type:</b>		<b>Designation Date:</b>			
		OHA Part IV, s. 29 (Individual)		November 3, 1997			
		<b>Designation By-Law:</b>		<b>Amending By-Law:</b>		<b>Repealed By-Law:</b>	
		112-97		---		---	
<b>Conservation Easement:</b>		<b>Easement Execution:</b>		<b>Easement Registration:</b>			
---		---		---			
<b>Owner(s):</b>		<b>Street Address:</b>		<b>Community</b>		<b>Prov.</b>	<b>Postal Code</b>
Darryl Glover		562 Kingston Road West		Ajax	ON	L1T 3A2	

18		<b>Address:</b>		<b>Ward:</b>			
		566 Kingston Road West		1			
		<b>Built:</b>	<b>Property Name:</b>		<b>Old Inv. No.</b>		
		1883	Ellicott House		117		
		<b>Use Category:</b>		<b>Use Type:</b>			
		Residence		Single Dwelling			
		<b>Designation Type:</b>		<b>Designation Date:</b>			
		OHA Part IV, s. 29 (Individual)		November 3, 1997			
		<b>Designation By-Law:</b>		<b>Amending By-Law:</b>		<b>Repealed By-Law:</b>	
		113-97		---		---	
<b>Conservation Easement:</b>		<b>Easement Execution:</b>		<b>Easement Registration:</b>			
---		---		---			
<b>Owner(s):</b>		<b>Street Address:</b>		<b>Community</b>		<b>Prov.</b>	<b>Postal Code</b>
Enrich Properties Inc.		74 Brumwell Street		Scarborough	ON	M1C 2K8	


## APPENDIX 'A': TOWN OF AJAX – DESIGNATED CULTURAL HERITAGE RESOURCES


19		<b>Address:</b>			<b>Ward:</b>		
		572 Kingston Road West			1		
		<b>Built:</b>	<b>Property Name:</b>		<b>Old Inv. No.</b>		
		1880	Peart House		110		
		<b>Use Category:</b>			<b>Use Type:</b>		
		Residence			Single Dwelling		
		<b>Designation Type:</b>			<b>Designation Date:</b>		
		OHA Part IV, s. 29 (Individual)			May 3, 1993		
		<b>Designation By-Law:</b>		<b>Amending By-Law:</b>		<b>Repealed By-Law:</b>	
		43-93		---		---	
		<b>Conservation Easement:</b>		<b>Easement Execution:</b>		<b>Easement Registration:</b>	
		---		---		---	
<b>Owner(s):</b>		<b>Street Address:</b>		<b>Community</b>		<b>Prov.</b>	<b>Postal Code</b>
2850502 Ontario Inc.		34 Lorraine Avenue		Cobourg	ON	K9A 0Y6	


20		<b>Address:</b>			<b>Ward:</b>		
		592 Kingston Road West			1		
		<b>Built:</b>	<b>Property Name:</b>		<b>Old Inv. No.</b>		
		1842	Davies House		21		
		<b>Use Category:</b>			<b>Use Type:</b>		
		Residence			Single Dwelling		
		<b>Designation Type:</b>			<b>Designation Date:</b>		
		OHA Part IV, s. 29 (Individual)			August 16, 1982		
		<b>Designation By-Law:</b>		<b>Amending By-Law:</b>		<b>Repealed By-Law:</b>	
		116-82		---		---	
		<b>Conservation Easement:</b>		<b>Easement Execution:</b>		<b>Easement Registration:</b>	
		---		---		---	
<b>Owner(s):</b>		<b>Street Address:</b>		<b>Community</b>		<b>Prov.</b>	<b>Postal Code</b>
Fanny Letourneau Jason Roussel		592 Kingston Road West		Ajax	ON	L1T 3A2	

21		<b>Address:</b>			<b>Ward:</b>		
		22 Linton Avenue			1		
		<b>Built:</b>	<b>Property Name:</b>		<b>Old Inv. No.</b>		
		1843	William Hartrick House		82		
		<b>Use Category:</b>			<b>Use Type:</b>		
		Residence			Single Dwelling		
		<b>Designation Type:</b>			<b>Designation Date:</b>		
		OHA Part IV, s. 29 (Individual)			August 16, 1982		
		<b>Designation By-Law:</b>		<b>Amending By-Law:</b>		<b>Repealed By-Law:</b>	
		115-82		102-2013		---	
		<b>Conservation Easement:</b>		<b>Easement Execution:</b>		<b>Easement Registration:</b>	
		Town of Ajax		September 10, 2007		September 18, 2007	
<b>Owner(s):</b>		<b>Street Address:</b>		<b>Community</b>		<b>Prov.</b>	<b>Postal Code</b>
Alan Grant Hitchon Esther Inglis		22 Linton Avenue		Ajax	ON	L1T 2X5	


**APPENDIX 'A': TOWN OF AJAX – DESIGNATED CULTURAL HERITAGE RESOURCES**


22		<b>Address:</b>			<b>Ward:</b>	
		Mill Street			1	
		<b>Built:</b>	<b>Property Name:</b>		<b>Old Inv. No.</b>	
		1809	Friends Cemetery		12	
		<b>Use Category:</b>		<b>Use Type:</b>		
		Religion, Ritual and Funeral		Mortuary Site/Cemetery/Enclosure		
		<b>Designation Type:</b>		<b>Designation Date:</b>		
		OHA Part IV, s. 29 (Individual)		September 13, 2004		
		<b>Designation By-Law:</b>		<b>Amending By-Law:</b>	<b>Repealed By-Law:</b>	
		111-2004		---	---	
		<b>Conservation Easement:</b>		<b>Easement Execution:</b>	<b>Easement Registration:</b>	
		---		---	---	
<b>Owner(s):</b>		<b>Street Address:</b>	<b>Community</b>	<b>Prov.</b>	<b>Postal Code</b>	
Society Friends Cemetery		1922 Fairport Road	Pickering	ON	L1V 1T4	


23		<b>Address:</b>			<b>Ward:</b>	
		43 Mill Street			1	
		<b>Built:</b>	<b>Property Name:</b>		<b>Old Inv. No.</b>	
		1884	The Glen		70	
		<b>Use Category:</b>		<b>Use Type:</b>		
		Residence		Single Dwelling		
		<b>Designation Type:</b>		<b>Designation Date:</b>		
		OHA Part IV, s. 29 (Individual)		August 16, 1982		
		<b>Designation By-Law:</b>		<b>Amending By-Law:</b>	<b>Repealed By-Law:</b>	
		113-82		---	---	
		<b>Conservation Easement:</b>		<b>Easement Execution:</b>	<b>Easement Registration:</b>	
		---		---	---	
<b>Owner(s):</b>		<b>Street Address:</b>	<b>Community</b>	<b>Prov.</b>	<b>Postal Code</b>	
Kimberely Anne Clarke Brandon Woolford		43 Mill Street	Ajax	On	L1S 6J9	

24		<b>Address:</b>			<b>Ward:</b>	
		170 Mills Road			3	
		<b>Built:</b>	<b>Property Name:</b>		<b>Old Inv. No.</b>	
		1941	D.I.L. Steam Plant		2	
		<b>Use Category:</b>		<b>Use Type:</b>		
		Industry		Power Generation Facility		
		<b>Designation Type:</b>		<b>Designation Date:</b>		
		OHA Part IV, s. 29 (Individual)		December 16, 1991		
		<b>Designation By-Law:</b>		<b>Amending By-Law:</b>	<b>Repealed By-Law:</b>	
		165-91		15-2011	---	
		<b>Conservation Easement:</b>		<b>Easement Execution:</b>	<b>Easement Registration:</b>	
		---		---	---	
<b>Owner(s):</b>		<b>Street Address:</b>	<b>Community</b>	<b>Prov.</b>	<b>Postal Code</b>	
Index Energy Mills Road		170 Mills Road	Ajax	ON	L1S 2H1	


## APPENDIX 'A': TOWN OF AJAX – DESIGNATED CULTURAL HERITAGE RESOURCES


25		<b>Address:</b>			<b>Ward:</b>		
		73 Old Kingston Road			1		
		<b>Built:</b>	<b>Property Name:</b>		<b>Old Inv. No.</b>		
		1875	Murkar House		44		
		<b>Use Category:</b>			<b>Use Type:</b>		
		Residence			Single Dwelling		
		<b>Designation Type:</b>			<b>Designation Date:</b>		
		OHA Part IV, s. 29 (Individual)			December 16, 1985		
		<b>Designation By-Law:</b>		<b>Amending By-Law:</b>	<b>Repealed By-Law:</b>		
		180-85		---	---		
		<b>Conservation Easement:</b>		<b>Easement Execution:</b>	<b>Easement Registration:</b>		
		---		---	---		
<b>Owner(s):</b>		<b>Street Address:</b>		<b>Community</b>	<b>Prov.</b>	<b>Postal Code</b>	
73 Ajax Capital Inc.		11 - 2520 Eglinton Avenue West		Brampton	ON	L5M 0Y4	

26		<b>Address:</b>			<b>Ward:</b>		
		103 Old Kingston Road			1		
		<b>Built:</b>	<b>Property Name:</b>		<b>Old Inv. No.</b>		
		1881	Gordon Block		31		
		<b>Use Category:</b>			<b>Use Type:</b>		
		Commerce			Hotel, Motel or Inn		
		<b>Designation Type:</b>			<b>Designation Date:</b>		
		OHA Part IV, s. 29 (Individual)			November 17, 1997		
		<b>Designation By-Law:</b>		<b>Amending By-Law:</b>	<b>Repealed By-Law:</b>		
		127-97		---	---		
		<b>Conservation Easement:</b>		<b>Easement Execution:</b>	<b>Easement Registration:</b>		
		---		---	---		
<b>Owner(s):</b>		<b>Street Address:</b>		<b>Community</b>	<b>Prov.</b>	<b>Postal Code</b>	
Dentistry Professional Cohen & Corporation		103 Old Kingston Road		Ajax	ON	L1T 3A6	

27		<b>Address:</b>			<b>Ward:</b>		
		77 Randall Drive			1		
		<b>Built:</b>	<b>Property Name:</b>		<b>Old Inv. No.</b>		
		1856	St. George's Anglican Church		19		
		<b>Use Category:</b>			<b>Use Type:</b>		
		Religion, Ritual and Funeral			Place of Worship		
		<b>Designation Type:</b>			<b>Designation Date:</b>		
		OHA Part IV, s. 29 (Individual)			July 16, 1984		
		<b>Designation By-Law:</b>		<b>Amending By-Law:</b>	<b>Repealed By-Law:</b>		
		96-84		78-2004	---		
		<b>Conservation Easement:</b>		<b>Easement Execution:</b>	<b>Easement Registration:</b>		
		---		---	---		
<b>Owner(s):</b>		<b>Street Address:</b>		<b>Community</b>	<b>Prov.</b>	<b>Postal Code</b>	
Anglican Church Of Canada		77 Randall Drive		Ajax	ON	L1S 6L4	


**APPENDIX 'A': TOWN OF AJAX – DESIGNATED CULTURAL HERITAGE RESOURCES**

28		<b>Address:</b>			<b>Ward:</b>		
		33 Roosevelt Avenue			2		
		<b>Built:</b>	<b>Property Name:</b>		<b>Old Inv. No.</b>		
		1941	D.I.L. Managers' Apartment		244		
		<b>Use Category:</b>			<b>Use Type:</b>		
		Residence			Group Residence		
		<b>Designation Type:</b>			<b>Designation Date:</b>		
		OHA Part IV, s. 29 (Individual)			June 8, 2009		
		<b>Designation By-Law:</b>		<b>Amending By-Law:</b>	<b>Repealed By-Law:</b>		
		60-2009		---	---		
		<b>Conservation Easement:</b>		<b>Easement Execution:</b>	<b>Easement Registration:</b>		
		---		---	---		
<b>Owner(s):</b>		<b>Street Address:</b>		<b>Community</b>	<b>Prov.</b>	<b>Postal Code</b>	
5017718 Ontario Inc.		1 Castle Green Drive		Whitby	ON	L1R 2P9	

29		<b>Address:</b>			<b>Ward:</b>		
		762 Rossland Road East			2		
		<b>Built:</b>	<b>Property Name:</b>		<b>Old Inv. No.</b>		
		1845	O'Connor House		197		
		<b>Use Category:</b>			<b>Use Type:</b>		
		Residence			Single Dwelling		
		<b>Designation Type:</b>			<b>Designation Date:</b>		
		OHA Part IV, s. 29 (Individual)			August 16, 1992		
		<b>Designation By-Law:</b>		<b>Amending By-Law:</b>	<b>Repealed By-Law:</b>		
		114-82		118-91	---		
		<b>Conservation Easement:</b>		<b>Easement Execution:</b>	<b>Easement Registration:</b>		
		---		---	---		
<b>Owner(s):</b>		<b>Street Address:</b>		<b>Community</b>	<b>Prov.</b>	<b>Postal Code</b>	
Rebecca Jane O'Connor Sean Maurice O'Connor		750 Rossland Road East		Ajax	ON	L1Z 1T1	

30		<b>Address:</b>			<b>Ward:</b>		
		709 Westney Road North			1		
		<b>Built:</b>	<b>Property Name:</b>		<b>Old Inv. No.</b>		
		1845	Betts-Lishman House		151		
		<b>Use Category:</b>			<b>Use Type:</b>		
		Residence			Single Dwelling		
		<b>Designation Type:</b>			<b>Designation Date:</b>		
		OHA Part IV, s. 29 (Individual)			January 11, 1982		
		<b>Designation By-Law:</b>		<b>Amending By-Law:</b>	<b>Repealed By-Law:</b>		
		2-82		---	---		
		<b>Conservation Easement:</b>		<b>Easement Execution:</b>	<b>Easement Registration:</b>		
		---		---	---		
<b>Owner(s):</b>		<b>Street Address:</b>		<b>Community</b>	<b>Prov.</b>	<b>Postal Code</b>	
Geordie Lishman		709 Westney Road North		Ajax	ON	L1T 4T6	


**APPENDIX 'A': TOWN OF AJAX – DESIGNATED CULTURAL HERITAGE RESOURCES**

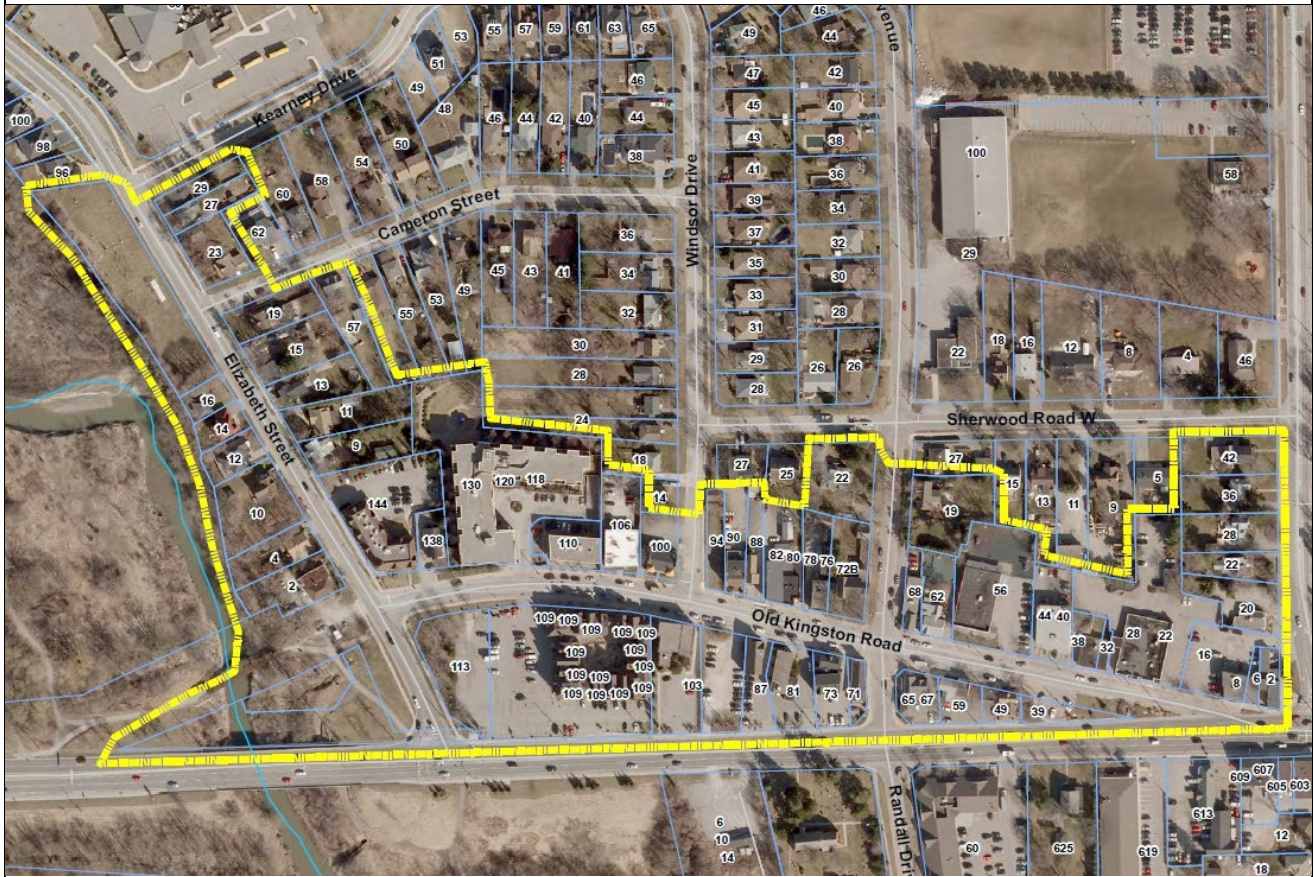
31		<b>Address:</b>		<b>Ward:</b>			
		1733 Westney Road North		2			
		<b>Built:</b>	<b>Property Name:</b>		<b>Old Inv. No.</b>		
		1856	Westglen		175		
		<b>Use Category:</b>		<b>Use Type:</b>			
		Residence		Single Dwelling			
		<b>Designation Type:</b>		<b>Designation Date:</b>			
		OHA Part IV, s. 29 (Individual)		December 16, 1985			
		<b>Designation By-Law:</b>		<b>Amending By-Law:</b>		<b>Repealed By-Law:</b>	
		38-2019		---		181-85 / 116-89	
		<b>Conservation Easement:</b>		<b>Easement Execution:</b>		<b>Easement Registration:</b>	
		Town of Ajax		September 10, 2007		September 18, 2007	
		<b>Owner(s):</b>		<b>Street Address:</b>		<b>Community</b>	
		Yasemin Nasseri		1733 Westney Road North		Ajax	
				<b>Prov.</b>		<b>Postal Code</b>	
		ON		L1T 4T7			

Continued on next page.

# APPENDIX 'A': TOWN OF AJAX – DESIGNATED CULTURAL HERITAGE RESOURCES

## Heritage Conservation Districts Designated under Part V of the *Ontario Heritage Act*

32		<b>Name:</b>		<b>Ward:</b>			
		Pickering Village Heritage Conservation District				1	
		<b>District Type 1:</b>		<b>District Type 2:</b>		<b>District Type 3:</b>	
		Commercial		Residential		---	
		<b>Designation Type:</b>			<b>Designation Date:</b>		
		OHA Part V, s. 41 (District)			November 25, 2013		
		<b>Designation By-Law:</b>		<b>Amending By-Law:</b>		<b>Repealed By-Law:</b>	
		102-2013		---		---	
		<b>Contributing Streets (Number of Properties):</b>					<b>Properties:</b>
		Cameron St. (1), Church St. N.(5), Elizabeth St.(15), Kingston Rd. W. (1), Linton Ave. (2), Old Kingston Rd. (34)					58



**APPENDIX 'B'**  
**PARK STANDARDS**

<b>Park Type</b>	<b>Applicable Standards</b>
Parkettes	<ul style="list-style-type: none"> <li>- shall typically be up to 0.4 hectare in size</li> <li>- may take the form of tot-lots, urban squares, and/or gardens as integral components of a building or project design intended to provide recreational space to serve local residents living within a radius of 400 metres or less</li> </ul>
Neighbourhood Parks	<ul style="list-style-type: none"> <li>- shall generally be 1 to 4 hectares in size</li> <li>- shall generally be designed to provide space for field sports, playgrounds and the recreational needs of a local residential area, including adequate parking</li> <li>- shall serve the majority of all residents living within a radius of approximately 1,000 metres</li> <li>- should be considered to be located on sites that contain small woodlots, hedgerows and/or are located adjacent to publicly funded schools, and incorporate a portion of the Town's natural heritage inventory in support of the Greenlands System</li> </ul>
Community Parks	<ul style="list-style-type: none"> <li>- shall generally be greater than 4 hectares in size</li> <li>- are intended to provide outdoor and indoor space for <i>recreation</i> for all age groups, including organized sporting activities, or to serve as focal points for ecological regeneration in support of the Greenlands System</li> <li>- shall include adequate parking and may incorporate various components of the Town's natural heritage inventory</li> </ul>
Town-wide Parks	<ul style="list-style-type: none"> <li>- shall be distinguished by the uniqueness of their function or special features that add to the diversity of the Town's Parks</li> <li>- are intended to provide Town-wide facilities and/or features to attract visitors from beyond the boundaries of Ajax</li> <li>- shall include adequate parking</li> <li>- may contain major indoor or outdoor <i>recreation</i> facilities, cultural arts and community facilities, horticultural attractions or be oriented to natural features</li> </ul>